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A

TREATISE

ON THE

COMMERCE AND POLICE

OF THE

RIVER THAMES:

CONTAINING AN HISTORICAL VIEW OF THE

TRADE OF THE PORT OF LONDON;

And suggesting Means for preventing the Depredations thereon, by a Legislative System of

RIVER POLICE.

WITH AN ACCOUNT OF THE FUNCTIONS OF THE

VARIOUS MAGISTRATES AND CORPORATIONS

EXERCISING JURISDICTION ON THE RIVER;

AND A GENERAL VIEW OF

THE PENAL AND REMEDIAL STATUTES

CONNECTED WITH THE SUBJECT,

BY P. COLQUHOUN, LL. D.

Oculos ad Legislatores nos convertere oportet, ut sanciant leges in hoc libro commendatas. Hæc unica via est confirmandi simul et stabiliendi propositum quo criminibus numerosis et enormibus, suâque naturâ societati nocivis occurratur. Regis annui reditus et merces omnigenæ muniantur adversus fraudem et deprædationes; malaque ingentia arceantur, quæ à longo tempore maximum commercio et Tamesis navigationi afferunt detrimentum.

LONDON:

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SUCCESSOR TO MR. DILLY.

MDCCC.

[*H. Baldwin and Son, Printers, New Bridge-street.*]

To those who, by their influence in the State, stimulated by true Patriotism and a Love of their Country, shall, at the present, or any future Period, carry into Effect the Designs which are explained by the Author for the purpose of giving Permanency and Effect to the Institution of

A RIVER POLICE,

for securing Commercial Property against the unexampled Depredations to which it has been Subject, and for improving the Morals of the Maritime Labourers,

This Work is humbly, and

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PREFACE.

THE importance of the Work now offered to the consideration of the Public, can only be appreciated by a General Review of the various matter it contains.

The Subject is in many respects new; while the Details which are given will be found interesting in no common degree; inasmuch as the renovation of the Morals of a numerous body of Individuals, and the protection of vast masses of Commercial Property against Fraud and Depredation, is the principal object in view.

In discussing a great variety of topics, which will come under the review of the Reader in this Treatise, almost every rank of Society will find beneficial Information; but particularly those Classes who are concerned in Navigation and Commerce, and who follow Nautical Pursuits.

From the numerous ramifications of a Commercial intercourse of unexampled extent and magnitude,

multitudes of Individuals concerned in different kinds of Property exposed to danger on the River Thames, become more or less interested. In fact, it may be said to affect a considerable proportion of the men of Property in the whole of the Metropolis, and almost every person engaged in Commercial and Nautical Pursuits in every part of the British Empire, since all are exposed, more or less, to the injuries and inconveniences which the suggestions contained in this Work are meant to remove and to prevent.

To judge accurately respecting the numerous Public wrongs, which are detailed in this Volume, the Reader is referred to the unexampled magnitude of the Navigation and Commerce of the Port, as exemplified in the First Chapter; and also to the account of the nature and extent of the Depredations and Injuries as recorded in the Second, Third, and Fourth Chapters. For the purpose of forming an opinion of the remedies which have been applied, and the success of an experiment attempted under many disadvantages, recourse must be had to the details which are given in the Fifth and Sixth Chapters. It will be seen in the Seventh Chapter, that it is not the Port of London alone which has experienced the injuries arising from Depredations on Commercial Property, but that it prevails in a considerable

siderable degree wherever Trade is carried on. The Legislative System therefore, which has been proposed to prevent these Depredations, and which is particularly explained in the Eighth and Ninth Chapters, cannot fail to be interesting and useful to every Commercial Port in the British Empire, inasmuch as the remedies which are suggested, are in many respects applicable to every situation, and to most circumstances which are likely to occur.

A source of general information, (in many respects new,) respecting the various authorities under whose jurisdiction the Police of the River is conducted, will be found detailed in the Tenth, Eleventh, Twelfth, Thirteenth, and Fourteenth Chapters; while the Penal Laws which attach to Maritime Offences, and particularly to Local Injuries, as they relate to the Thames below and above London Bridge, cannot fail to be useful and interesting; and to those who follow Nautical Pursuits, the Abridged View of the Statutes applicable to these affairs, detailed in the Fifteenth and Sixteenth Chapters, and the General Laws and Regulations of the Port of London, which are comprised in the Seventeenth Chapter, (a Compendium never before published,) can hardly fail to be acceptable, since every material duty to be performed, and every evil to be avoided, is brought within a very narrow compass.

For the purpose of securing purity, and regular and proper conduct on the part of the Officers under the Marine Police Establishment, a perusal of the Instructions under which the various Classes act, as detailed in the Appendix, No. VII. will shew the labour which has been bestowed in systematizing this part of the design, for the purpose of rendering their services effective and useful.

The Author has endeavoured in this Work, to draw a circle round every object that can be considered in any degree useful to the Commerce and Navigation of the River Thames; and under an impression that all that can be considered important or necessary will be found within this Circle, he humbly hopes, that his anxious labours to promote the interest and extend the security of the Public, will not prove in vain.

He has only to regret, that in an investigation so laborious and extensive, where much time and attention is necessary, the numerous interruptions he has experienced in consequence of the various Public Duties he has been called upon to perform, may have unavoidably occasioned imperfections, which, under other circumstances, could neither have occurred nor furnished an excuse for soliciting the indulgence of the Reader.

With

With respect however to the legal part of the Work, where the danger of misleading the Public is not only obvious, but would in this or any other instance be unpardonable, the utmost attention has been bestowed with respect to the accuracy of the Abridgements of the Statute Laws, these being stript of many of those terms which are not familiar to common Readers, it may be hoped, will prove beneficial in conveying that species of useful knowledge to Commercial and Nautical People, which could not otherwise be easily obtained, while it furnishes a kind of Index to the principal Statutes at large, which relate to Navigation, Commerce, and Nautical Offences, in all instances where interest or curiosity impels the mind to pursue more elaborate researches.

Where Offences are exposed, and various classes of Individuals implicated in the details which are given in this Work, it is from a genuine desire to warn those whose errors and vices are brought under the review of the Public, against a repetition of the same evil courses.

It is not punishment in any case, but prevention in all, which has stimulated the Author to record those various proceedings which constitute the mass of turpitude, which has so long afflicted the Trade of the River Thames.

A hope

A hope is to be indulged, that in many cases it may serve as a beacon to forewarn the unwary, and to arrest the hands of not a few of those who have been implicated in Offences of this nature.

If these objects shall be attained by a correct System of Nautical Police, and by a sense of the dangers arising from the various ramifications of turpitude recorded in this Volume:—If it shall tend, as the Author anxiously hopes, to prevent a repetition of the distresses attached to Punishment, and the inexpressible sufferings of the families and relatives of those who might otherwise have been betrayed into the commission of Penal Offences, he will feel himself amply rewarded in having contributed not less to the cause of Humanity, than to the preservation of Morals and the prevention of Crimes.

Let it not be supposed by those who may feel the force of the Strictures which apply to acts of Delinquency in which they themselves have been engaged, that such Strictures do not immediately proceed from motives connected with the future comfort of themselves and families.

If in recording such a variety of Offences, the turpitude of a part of the Inferior Officers belonging to his Majesty's Revenue, and other branches of the Public Service, have been brought under the review of the Reader, let it be recollected that the Author while

while he has exposed their errors and crimes, has felt for their condition;—has offered palliatives, and even pleaded earnestly for an increase of emolument as a means of augmenting their comforts, and of removing the temptations to do wrong which are too often excited by extreme poverty.

Property obtained by criminal and unlawful means is the never-failing source of ultimate evil to the parties concerned; and he who contributes to secure those who are likely to be betrayed into a train of miseries, cannot be considered as unfriendly even to the worst of the human race; since the object in view is to establish an antidote against calamities which do not terminate in the wretchedness of the Individuals concerned alone, but intails distress and obloquy on an innocent offspring.

Every feeling mind must deplore the fate of those who are thus unhappily circumstanced, and it is a painful duty indeed when Magistrates are called upon to execute their Functions in cases so peculiarly calamitous, while the distress thus felt is always augmented by the reflection, that such an unpleasing task might have been rendered in a great measure unnecessary, by the measures of prevention which are suggested in this Work.

To live to see such measures adopted and successfully carried into effect, will prove to the Author a

source of the most genuine gratification: Nor ought he to be suspected of insincerity or motives of a personal nature, since the efforts which are exemplified and explained in this Treatise, have attached to him no personal advantage; while at the same time, he is not a candidate for any situation however elevated, in the System he has proposed.

Whether his efforts relate to the formation of the important design of a River Police, or to the Work now offered with all possible deference to the consideration of the Public, he can only in general state, that he has spared no labour to render both as far as circumstances would admit—beneficial to the Commerce, Navigation, and Revenue of the Port of London, and (he hopes) generally useful to his Country.

Westminster,
May 20, 1800.

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INTRODUCTION.

WHEREVER evils and crimes exist in Society, which have not only been felt by the innocent and useful part of the community to be noxious and oppressive, but also declared, by the Laws of the Land, to be objects deserving punishment—Where such evils are even found to increase, notwithstanding Legislative Regulations established with an immediate view to prevention, the conclusion to be drawn is obvious.—Something is wanting in addition to the mere letter of the Law, which shall operate more effectually to the relief and security of Society.

To no local department does this observation so pointedly apply as to the depredations, embezzlements, and frauds, which have so long afflicted the Commerce, Navigation, and Revenue of the Port of London.

The progressive, and (of late years) the very rapid increase of its Trade, and the consequent influx of Wealth, without such checks being regularly applied as are necessary to restrain the progress of vicious inclinations, has certainly tended, in an eminent degree, to production of crimes.—Hence it happens, that in the flux and reflux of Commercial Property, greater in point of magnitude and extent than is known to exist in any River in the Universe, the Thames has exhibited to the mind of the patient inquirer, scenes of delinquency and turpitude, certainly unparalleled in any district of the same extent in the known World.

To explain how these evils have arisen, and to suggest effectual remedies, is the chief object of this Work.—The

inquiry is no less interesting than useful, whether it respects the immediate advantage of the individual, or the welfare of the State.

To those whose property is exposed to danger, and who have been long suffering under the yearly spoliation which has been experienced, the subject cannot fail to be important. Nor is it less so to the Nation at large, when the benefits are contemplated, which must result from a species of protection, shielding the useful and industrious part of the Community from injury, while it, at the same time, improves the Revenue, and renovates the morals of a great body of the lower classes of Society.—Nor are these benefits, as they apply to the individual, confined to one *Spot*, *Nation*, or *Country*.—They may be said, with truth, to extend to *Navigators*, *Traders*, *Manufacturers*, and *Agriculturists*, in every part of the civilized World, who have commercial intercourse with the Port of London, since it will be seen that all are, in some degree, affected by the extended evils developed in this Work, and of course are immediately interested in the success of any remedy which may be applied.

The advantages however which, it is to be hoped, Commerce in general is to derive from the details, and the informations now laid before the Public, are not confined to one object *alone*.

The peculiar circumstances of this great Commercial Port, have ever rendered it difficult to obtain a perfect knowledge of the nature of its Government and Police.—A general and collected view of the manner in which both were conducted, was no where to be found.—The various regulations of Trade, and the Laws and Rules which governed the Shipping concerns, were little understood even by not a few of the Merchants and Ship-Owners themselves, and far less by Navigators and Strangers frequenting the Port.—

The

The information, which it has been the object of the Author to collect and to arrange under various distinct heads, although highly important to be known, has not heretofore been, in many instances, accessible, and hence many inconveniences have been experienced, pecuniary losses suffered by pillage and embezzlements, and even penalties incurred, which a better knowledge of the abuses and evils of the Port, and its Customs and Laws, might have prevented.

In discussing a subject therefore, which was so little understood, and which in some shape or other may be said to be useful and interesting to the whole Commercial World, and certainly to every Port in the Kingdom, it became necessary to methodize the design by a variety of subdivisions.

The Work therefore commences with a general view of the state and progress of the Navigation and Commerce of the River Thames for a Century. Its magnitude and importance is not only explained in the first Chapter, by a reference to authentic documents, but also its various subdivisions, whether they relate to Shipping or Merchandise, in the foreign or coasting Trade.—In these different departments, specific details are offered to the consideration of the Reader, illustrated by Tables not less curious than interesting, both to the political Œconomist, and Persons engaged in Commercial Pursuits, as well as those in the Nautical Profession.

The Moralist will probably find matter for contemplation, in the view which has been given of the causes that have produced a species of systematic delinquency, which, in its different ramifications, exhibits a display of turpitude as singular as it is unparalleled; and each class of Traders will not only discover to what extent in the aggregate the respective branches they carry on, has suffered by *plunder* and *embezzlements*—

embezzlements—but also the remedies which have been suggested for their future security.

From this view of the subject, the mind is led to a consideration of the numbers composing the various classes of delinquents, through whose medium these extensive depredations have been committed, in which is exhibited a melancholy, but interesting picture of the state of morals among the lower classes of the People employed on the River Thames.

These details will afford an useful lesson to Nautical and Commercial Men, as well as to those whose province it is to provide for the security of the Public Revenue.—To the Patriot and the Philanthropist, a wide field is opened for the gratification of that bias which tends to promote the general good of Society.

Nor can those who really love their Country, and seek anxiously to promote its prosperity, avoid experiencing that species of satisfaction which is peculiar to ingenuous and benevolent minds, when, in the progress of this Work, it is discovered that a partial remedy has already been applied, with a considerable degree of success, in removing many of the evils which exist. This satisfaction will be increased, when it is demonstrated that a few apposite Legislative Regulations, with a very moderate pecuniary fund to support a well-regulated River Police, is all that is necessary to extend the protecting influence of the design, not only to every species of Commercial Property upon the River Thames, but also with the same advantages to the National Revenue, and to the Public Stores, whether floating or in his Majesty's Arsenals.—While, from the vigilance of the system, the evil designs of incendiaries, who meditate ruin and conflagration among the Shipping, will also be defeated.

It may be truly said to be the triumph of reason and morality,

rality, when institutions are formed, and regulations sanctioned by the Legislature, to renovate mankind in a course of criminal turpitude. Thus rescued from the severe penalties of the Law, the powers of mind and body which had been employed in pursuits of delinquency, are turned to objects of useful industry.

Wherever this can be effected, it is also the *triumph of humanity*, since it promotes, in an eminent degree, the happiness and the comfort of the human race.

Through this medium is discovered the utility of a correct and well regulated Police; without which, in those days, and in the present state of Society, and particularly since this Nation has been blessed with such an influx of wealth, and the temptations arising from the circulation and removal of such masses of Commercial Property, have become so strong, it is not possible to controul and keep within bounds the tumultuous and ungovernable passions of those who are unawed by a sense of moral duty, and in no respect restrained by religious principles.

It cannot be too often or too powerfully inculcated, that Arrangements which have for their object the Security of Innocence and the Prevention of Crimes, ought by no means ever to be considered as an Infringement of the Liberty of the Subject; since the effect of the System is in reality to extend, and by no means to abridge, those Privileges which are secured to every member of the body politic, who has not forfeited his natural rights by Offences against the Laws of his Country.

In restraining and preventing the Commission of Crimes, the natural Rights of the Innocent become more extended and protected; the security of the unoffending individual is strengthened, and the general State and Condition of Society is improved.

In

In order to promote this important object, the Author has ventured to submit this Work to the Public; and as the suggestions offered by him for correcting a variety of evils which in their progress and extent threaten the most alarming consequences, are strengthened by the result of actual experiment, and by no means rest on speculation, he ventures to indulge a hope, that they may claim the support, and excite the attention of those whose province and interest it is to assist in administering a remedy.

That it is a matter of the highest importance to guard the Morals of the numerous Classes who are employed, and by whose labours the extensive Trade of the River Thames is carried on, is not only evident, from the unexampled magnitude of this trade; but from a view of the number of individuals who compose these classes.*

While

* The Commerce of the River Thames *employs*, and gives Employment to at least 120,000 Individuals of different ages, who may be divided into two Classes, and estimated as follow:

1ST. THE EMPLOYERS.

1. Merchants and Ship Owners in all branches	4100
2. Factors and Agents	450
3. Brokers of all denominations	570
4. Wholesale Warehousemen	560
5. Manufacturers for Exportation	2200
6. Finishers and Packers	370
7. Ship and Boat Builders [35 Docks]	35
8. Rope-makers	35
9. Scul-makers	30
10. Block-makers and Ship-chandlers, &c.	25
11. Master Lightermen, including Coal-lighters	270
12. Wharfingers, including Coasting trade	55

13. Tackle-

While this trade, unparalleled in point of magnitude, supports at least 120,000 individuals of different ages, and perhaps 500,000

13.	Tackle-house Porters	22
14.	Caroons or Carmen [420 Carts]	100
15.	Master Coopers	120
16.	Master Trunk-box-makers	90
17.	Master Lumpers for unlading Ships	140
18.	Coal Undertakers for unlading Ships	25
19.	Coal-merchants and Dealers, &c.	430
20.	City of London [principal Officers]	15
21.	Trinity Corporation [principal Officers]	8
22.	Revenue Boards, including principal Officers	600
23.	Sundries, Merchants, Owners, &c. &c. already inserted.	
	Total	10,250

2D. THE PERSONS EMPLOYED.

1.	Seamen and Boys, Riggers, &c.	33,000
—	Clerks and Labourers	12,000
2.	Clerks and Labourers	1100
3.	Clerks and Labourers, &c.	1250
4.	Clerks, Apprentices, and Labourers	1500
5.	Clerks, Journeymen, and Labourers	40,000
6.	Clerks and Labourers	1500
7.	Journeymen Shipwrights	1100
8.	Journeymen Rope-spinners and Boys	600
9.	Journeymen Sail-makers	500
10.	Journeymen Block and Oar Makers, &c.	450
11.	Journeymen Lightermen	3000
—	Watermen in Wherries	5000
12.	Gangsmen	290
—	Labourers	2000
13.	Ticket Porters at the Water-side	500
14.	Journeymen Carmen	500

15. Journeymen

500,000, including the families of those who derive subsistence from the Navigation and Commerce of the River. While it furnishes a resource producing more than one-fourth of the public revenues, it becomes a matter of deep interest in a political point of view, that every avenue to Fraud and Delinquency should be shut up, and the most perfect system adopted in the Police of this great commercial port; not only as it may relate to those facilities and accommodations which Commerce requires, but also with respect to the discipline and morals of the labouring people.

Towards attaining both these objects, it is humbly hoped that this Work may prove of some considerable utility. The most prominent evils are here placed under the review of the Public, together with the remedies which have been conceived best calculated to remove them. A record is thus made of the quantum of Iniquity *which* has too long distressed the Commerce of the River Thames, and which, unless ar-

15. Journeymen Coopers - - -	750
16. Journeymen Trunk and Box Makers - -	450
17. Working Lumpers, &c. - - -	1400
18. Coal Heavers - - - -	800
19. Coal Porters - - - -	450
— Coal Carters - - - -	450
20. Coal Meters and Meters' Men, about - -	200
— Corn, Salt, and Fruit Meters - - -	155
21. Pilots, about - - - -	200
— Ballast Lightermen, &c. - - -	120
— Bumboatmen - - - -	155
22. Inferior Officers on River Duty - -	1400
23 Watchmen - - - - -	1000
24. Fishermen of various classes - - - -	1250
Total.	120,000

rested

rested in its progress by being exposed and laid open to public view, might have insensibly arisen to such an excessive height as to have rendered it impossible to have accomplished a cure by the common Arm of the Law.

The utility of this species of knowledge to all ranks of commercial and nautical men, not only in London, but in every port or place where Trade is carried on, must be evident to those who peruse this Work; since in some shape or other the information which is conveyed may be turned to advantage.

The Digest given of the different Laws, but particularly the penal Statutes, as they apply to nautical affairs, will be found important to those who follow such pursuits; while the specification of the material parts of those Laws which relate to *Coals*, *Fish*, *Watermen*, and other matters immediately connected with the common and domestic affairs of every family, widens exceedingly the sphere of utility, by rendering the Work interesting to almost all classes in the community.

To excite attention, by thus placing objects of general Interest in a prominent point of view, by shewing the extent in the aggregate of great evils, heretofore little understood, and only contemplated in detail,—to exhibit a faithful display of the magnitude and enormity of numerous wrongs, which, from the malignity of their nature, threaten to sap the foundation of all morals,—to warn the Public at large, and those more particularly interested, of the growing danger before it is too late to apply an antidote,—and, finally, to suggest practicable remedies, calculated in their nature to improve society, and better the condition of human life, is the sole object of the Author, in again imposing upon himself a very laborious task.

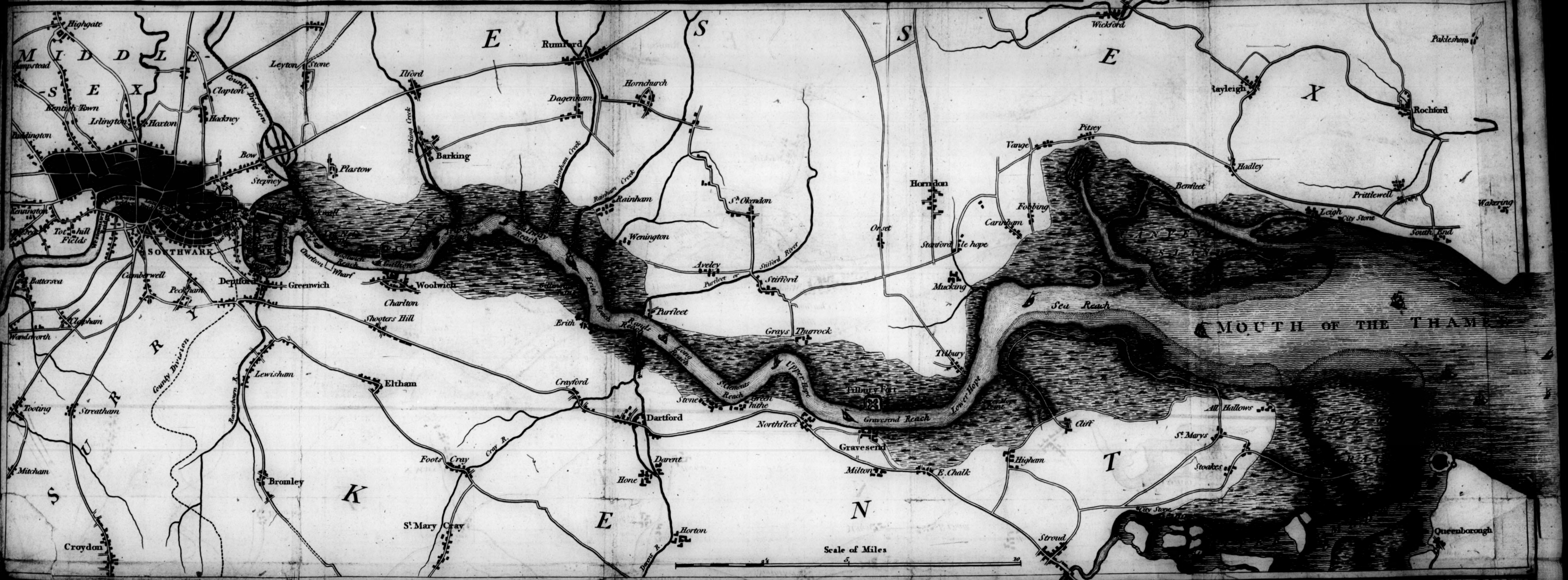
Should his humble and persevering efforts produce in any degree that removal of the evils which he has anxiously and

disinterestedly struggled to accomplish, he will of course experience at least that reward, which arises from a consciousness of having successfully applied his time and attention to the benefit of his country.

And should it so happen that such public benefits are not obtained in his own days, he will rest satisfied in the confidence, that by thus placing upon record matters of deep importance to society, which cannot fail to claim attention at some period or other; the gratification which may have been denied to himself, will unquestionably, in the result, be transferred to his posterity.

A MAP OF THE PORT OF LONDON AND THE RIVER THAMES FROM LONDON BRIDGE TO SHEERNESS.

Engraved for the Treatise on the Commerce and Police of the River Thames Published May 1800.



TREATISE

ON

THE RIVER POLICE.

CHAPTER I.

Rise and progress of the Commerce of the River Thames.—A short Account of the various chartered Companies for Foreign Trade.—The Ships and Veſſels using the Port of London from the commencement of the present Century till the year 1798.—*The progress and increase of the Navigation, and of the Shipping and Tonnage, in the Foreign and Coasting Trade, at different periods, in the course of the Century.—A general View of the present state of the Shipping, Vessels and Boats, in number* 22,500, *and the manner in which they are employed.—The Commerce of the River Thames at different periods.—Its rapid increase since the American War.—General View and Recapitulation of the whole Commerce and Shipping of the River Thames in* 1798, *and of the Property remaining stationary therein.—The annual amount of the whole calculated at above* 75 *millions sterling of Property exposed to Depredation.—General observations on the present Harbour of the Port of London.—Detail of its divisions and dimen-*

sions.—

sions.—Arrangements with respect to Shipping and Craft in the various Trades.—The extent and magnitude of the Coal Trade.—The average number of Ships and Vessels of all kinds, including stationary Craft and Boats at all times in the River, laden and unladen, estimated at nearly 8000.—*An account of the Quays and Landing Places in the Port of London.—Their dimensions and the inconveniences attending them.—Observations on Warehouses for the accommodation of Merchandise; their inadequacy to the object.—The abuses which exist with respect to these Warehouses.—Rise and progress of the Revenue of the Port of London, from the year* 1613 *to the present period.—The wise arrangements of Government, in giving free scope to Trade, one of the causes of its increase during the present War.—Concluding Observations on the necessity of a well-regulated Police, to counteract the evils which result from Commercial opulence, by preserving and securing the privileges of Innocence, and the general interests of Society.*

THE universal interest, which must inevitably be excited by every investigation, tending to develope the rise and progress of the *Commerce* and *Navigation* of *The* RIVER THAMES, now arrived at that proud height, which entitles it to claim a pre-eminence over all the Commercial Ports in the known world; renders it a matter of regret, that the want of specific documents,

documents, antecedent to the beginning of the 18th Century, must of necessity, limit the chief part of the following progressive view of this unparalleled source of national prosperity and aggrandizement, to a term of one hundred years.

The registers of the Customs furnish no accurate detail of the Trade, previous to the period when *Sir William Davenant* first systematized the public accounts; which have been recently so much improved by *Thomas Irving*, Esq. the present able, intelligent and indefatigable Inspector General of the Imports and Exports of Great Britain. It appears, however, that so early as the year 1558, the first of the reign of Queen Elizabeth, Commerce must have made some progress; since the same extent of legal Quays was then authorized as exists at present.

Previous to this period, and even during a considerable part of that Queen's reign, a large proportion of the trade and navigation was carried on by foreigners. (*a*) In the year 1561, it would seem that no Englishman in London followed the sole occupation of an Importer and Exporter. Of 327 persons

(*a*) In a letter written to Sir William Cecil, when Secretary of State, by the principal merchants of London, complaint is made, that, although no city in christendom had equal convenience for shipping, none was so slenderly provided. That a great want of English ships was experienced to lade goods for Spain, and that none were to be had, and that even 37 Hoys employed in those days, in bringing timber from Rye, had not an English seaman among them. STOW's Hist. of London.

who are recorded in history to be merchants, their various professions are stated to be as follows:

Mercers -	99	Cloth Workers	13
Grocers -	57	Ironmongers	6
Drapers -	29	Salters -	2
Haberdashers	51	Girdlers -	2
Merchant Taylors	25	Bowyers -	1
Skinners -	16	Leather Sellers	9
Fishmongers	12	Armourers -	5
	289		38
			289
		Total	327

The Trade to foreign parts, in the way of speculative adventure, appears to have very early commenced with Africa, and the dominions of Russia; and it is a curious circumstance, that in these voyages, the great Officers of State were generally concerned as individuals in the profit and loss. In 1563, an adventure was undertaken by several merchants to Maderabombo, in Africa, in which the Earl of Pembroke, Lord Robert Dudley, then Lord High Admiral, and Sir William Cecil, Secretary of State, had each shares. The expedition consisted of four vessels, navigated by 150 men; "*the wares and victuals* for "the Negroes, with their apparel and habiliments of "war, amounted to 1190l. and the whole charge of "the adventure to 3300l." in which were concerned the three Statesmen abovementioned, five merchants, and two mariners.

Various

Various other voyages of a similar nature, are recorded to have taken place, in the early periods of the same reign, in which the Queen's ministers were adventurers. Yet some spirit of adventure must have prevailed previous to this reign: for the first Charter to the HAMBURGH COMPANY, was granted as far back as 1406, by Henry the IVth. and renewed by succeeding Sovereigns in 1413, 1442, 1493, 1505, 1506, 1509, 1517, 1531, 1547, 1553, 1564, 1586, 1605, and 1661.

THE RUSSIA COMPANY which was first projected in the reign of Edward VI, was chartered in the 1st and 2nd of Philip and Mary, A. D. 1555, and confirmed by a private Statute passed in the 8th of Elizabeth.

The EASTLAND, *or North-Sea Company*, was established by Charter in 1579, in the 21st year of the reign of Queen Elizabeth. This Charter was confirmed by Charles I. in 1629, and by Statute 25 Car. II. c. 7, this Trade was in a great measure laid open.

THE EAST-INDIA COMPANY was originally chartered by Queen Elizabeth in 1599. Their first adventure commenced with 4 Ships, in 1600, exactly two centuries ago. The original shares were £50 each, and their first Capital amounted to £369,891. 5s.

In 1685, the Property of the Company, deducting bad debts, was only estimated at £739,782 10s; and about this period they employed about 40 Ships, including the Country Traders, to the East-Indies and China. The tonnage of these Ships, was no

doubt very inconsiderable, compared with those now in the same Trade.

The small progress made by this great Company during the seventeenth century, gave but little promise of its gigantic strides since that æra; and particularly since the middle of the eighteenth century, not only in the extension of its Commerce, but in the acquisition of territorial Revenues and Power. The future Historian, will, with astonishment, record a series of events, the success and the ultimate issue of which, are unexampled in the history of the World. Without meditating projects of dominion, a Company of Commercial Traders have adventitiously become the Sovereigns of many rich and powerful Kingdoms—and that too almost within the period of the services of one of the present Directors. (*b*)

THE TURKEY COMPANY was established also about the latter end of the long reign of Queen Elizabeth, by temporary Charters in 1581 and 1593; and afterwards confirmed by another Charter granted in the 3d year of James I.—and by Letters Patent of 13 Car. II.—This Company is now regulated by Statute 26. Geo. II. c. 18.

During the Seventeenth Century, and previous to any authentic Records being preserved of the Trade of the Port of London, a new source of Commerce was opened by the discovery and settlement of various Colonies in America. Even as far back as the years 1584 and 1585, Sir Walter Raleigh sent

(*b*) Mr. Manship, who has been in the Direction 40 years.

9 Ships

9 Ships to Virginia; and he appears to have been the first importer of Tobacco from that Country, an article which produced a Revenue to the Crown for the year ending the 5th of January 1799, of no less than £.848,493.

During the same century the Sugar Colonies had their origin, which from being totally unproductive, now give employment to above 450 Ships in the Port of London alone; and yielded a Revenue of upwards of £2,000,000 sterling on the importation of the year 1799.

The African Company was established in the reign of Charles II. in the year 1663. The Trade of this Company was in a great measure opened to the Public by the Statute 23 Geo. II. c. 31, and is regulated by several subsequent Statutes.

The Hudson's-Bay Company was also chartered, by Charles the IId. to trade on a Capital of £10,500 in the year 1681.

Thus it appears, that although the precise extent of the Trade cannot be ascertained from authentic documents, the Commerce, Shipping, and Navigation of the Port of London, must have been progressively increasing during a considerable part of the Seventeenth Century.

Previous to that æra, Trade was certainly very limited, and its principles little understood. The Records of that early period, discover misconceptions and absurdities, with regard to the effect and operation of Commerce upon the interest and welfare of the State, which strongly demonstrate the length of time,

time, necessary to enlighten the human mind upon subjects of Commercial or Political Œconomy.

It is only by an accurate record of facts that the judgment can be matured, and true estimates formed, of the measures which may be advantageously pursued for the interest either of *States*,—*Bodies politic*,—*or Individuals*.

Having, therefore, the aid of Official Documents, by which the state and the progressive improvement of the Trade of the Port of London, can be traced for the last hundred years,—it is proposed, first to bring under the consideration of the Reader, a detailed and progressive view of the

I. Ships, Vessels, and Craft, in the River Thames.

It appears from authentic Accounts, that the ships and vessels trading to the River Thames for a Century past, have been progressively increasing not only in number but also in their burden.

It is stated in the Report of the Dock Committee of the House of Commons 1796;—that the average Tonnage of *Ships trading beyond Sea* was

			Tons.
In 1702	-	-	96
1751	-	-	132
1794	-	-	194

That the average Tonnage of *Coasters* was—

			Tons.
In 1750	-	-	80
1795	-	-	101

In-

In the same valuable Report is inserted the following comparative View of the Tonnage of Ships belonging to the Port of London—

	In 1732 and	1792
Ships of and under 200 Tons	1212	1109
. . . . . 300 . . .	83	368
. . . . . 400 . . .	74	236
. . . . . 500 . . .	46	30
. . . . . 600 . . .	0	15
. . . . . 700 . . .	0	7
. . . . . 1300 . . .	2	95
	1417	1860

At the commencement of the 18th Century in 1700 and 1702, the Shipping of the Port of London stood thus :—

A. D.	*Vessels.*	*Tons.*
1700—Vessels employed in the Coasting Trade	5562	278,100
1702—British Ships in Foreign Trade -	839	80,040
Foreign Ships in ditto - -	496	76,995
Total -	6,897	435,135

At the middle of the Century in 1750 and 1751, the following was the state of the Shipping in this Port :—

A. D.	*Vessels.*	*Tons.*
1750—In the Coasting Trade	6,396	511,680
1751—In the Foreign Trade		
British Ships -	1,498	198,023
Foreign ditto -	184	36,346
Total -	8,078	746,049

Exhibiting

Exhibiting an increase of 1181 Ships and 310,914 Tons in the space of 50 years.

From the year 1750 to nearly the close of the Century, but particularly within the last 15 years, the progressive increase of the Shipping has exceeded any other period: and when the great proportional Augmentation of Tonnage is considered, it may be truly said to have been rapid beyond all example; as appears from the following Statement:

A. D.	*Vessels.*	*Tons.*	
1797—In the Coasting Trade	10,175	1,205,650	(*c*)
In the Foreign Trade			
British Ships	1,426	330,392	(*d*)
Foreign ditto	1,843	226,856	
Total	13,444	1,762,898	

Thus exhibiting an increase of 5,366 Ships, and 1,016,849 Tons; the latter having considerably more than doubled within the last half Century.

The Table in pages 11 and 12, containing the specific extent of the Coasting Trade to and from the River Thames to every Port in England, Wales, and Scotland; with that in page 13, shewing the aggregate number of Ships for a series of years, employed in the general Commerce of the Port, will be found materially to tend to the further elucidation of the foregoing Comparative Statements.

(*c*) See pages 11 and 12. (*d*) See page 13.

As

As it must be no less curious than interesting, (particularly to those who are engaged in Nautical Pursuits,) to be able to ascertain the nature and specific extent of the immense COASTING TRADE *of the River Thames.* The following General View of the whole, is selected from the Appendix to the Report of the Committee of the House of Commons, for improving the Port of London in 1796, and from other Documents.

COASTING TRADE,

Between the PORT of LONDON, and the PORTS in ENGLAND and WALES.

Towns.	No. of Vessels.	No. of Voyages	Total No. of Voyages
Hull	100	9	900
Yarmouth	30	9	270
Ipswich	30	14	420
Rochester	20	24	480
Malden	20	24	480
Liverpool	18	3	54
Boston	16	9	144
Colchester	14	16	224
Harwich	14	16	224
Stockton	12	9	108
Newcastle	12	9	108
Woodbridge	12	9	108
Weymouth	12	6	72
Exeter	8	6	43
Faversham	8	24	192
Aldborough	8	12	96
Arundel	8	9	72
Bridlington	8	6	48
Plymouth	8	4	32
Leigh	8	24	192
Whitby	6	8	48
Beaumaris	6	4	24
Barmouth	6	4	24
Bristol	6	2	12
Newhaven	6	6	36
Portsmouth	6	7	42
Aberdovy	4	4	16
Clay	4	[illegible]	36
Chester	4	[illegible]	12
Chichester	4	6	24
Hastings	4	14	56
Lynn	4	9	36
Lime	4	6	24
Neath	4	4	16
Pool	4	6	24
Penzance	4	3	12
Rye	4	9	36
Southampton	4	7	28
Wells	4	8	32
Wisbeach	4	6	24
	458		4834

Towns.	No. of Vessels.	No. of Voyages	Total No. of Voyages
Brought over	458		4834
Scarborough	3	9	27
Aberistwith	3	6	18
Aar	2	4	8
Bridgewater	2	4	8
Barnstable	2	4	8
Bideford	2	4	8
Chepstow	2	3	6
Cowes	2	9	18
Deal	2	16	32
Fowey	2	5	10
Folkstone	2	15	30
Lancaster	2	3	6
Padstow	2	4	8
Queenboro'	2	24	48
Sunderland	2	9	18
Whitehaven	2	3	6
Eastbourn	1	12	12
Falmouth	1	4	4
Glocester	1	3	3
Hartlepool	1	4	4
Sundries			576
Total	496		5692
WALES.			
Cardigan	8	4	32
Caermarthen	6	4	24
Cardiff	6	4	24
Carnarvon	4	4	16
Milford	4	3	12
Swansey	2	4	8
Llanelly	2	4	8
Total	32		124

(Continued in the succeeding page.)

COASTING TRADE,
Between LONDON and SCOTLAND.

Towns.	No. of Vessels.	No. of Voyages.	Total No. of Voyages.
Aberdeen	20	6	120
Berwick	14	14	196
Leeth	12	4	48
Bo-ness	10	4	40
Perth	8	12	96
Dundee	8	8	64
Montrose	4	6	24
Greenock	4	6	24
Alemouth	4	9	36
Thurso	4	4	16
Anstruther	2	2	4
Alloe	2	2	4
Dunbar	2	2	4
Kirkwell	2	2	4
Preston Pans	1	4	4
Total	97		684

RECAPITULATION.

	Vessels.	Voyages.
England	496	5692
Wales	32	124
Scotland	97	684
Total for Great Britain	625	6500

For

(*d*) For the purpose also of further elucidating those Comparative Statements, the Reader is referred to the following interesting Tables; for which the Author is indebted to the very valuable Report of the Committee of the House of Commons on the London Docks in 1796: Appendix G. and H. As also the Report of the Select Committee upon the Improvement of the Port of London in 1799: Appendix D 2. D 9. pages 73, 86.

FOREIGN TRADE.

British Ships.			Foreign Ships.		Total of British & Foreign.	
Years.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1702	839	80,040	496	76,995	1335	157,035
1751	1498	198,023	184	36,346	1682	234,369
1790	2254	431,890	1161	149,205	3415	581,095
1795	1841	389,317	991	189,136	2832	578,453
1796	2007	436,843	2169	287,142	4176	723,895
1797	1425	330,392	1843	226,856	3269	557,248
1798	1649	397,096	1771	229,991	3420	627,087

COASTING TRADE.

Years.	Vessels.	Tons.
1700	5,562	218,100
1750	6,396	511,680
1790	9,278	927,800
1795	11,964	1,196,400
1796	10,629	1,323,532
1797	10,781	1,360,823
1798	10,133	1,250,449

TONNAGE of COASTERS in 1798.

		Tons.
Under 100 Tons . . .	5873	
100 . . to 150 . . .	859	
150 . . . . . 200 . . .	98	
200 . . . . . 400 . . .	14	
	6844 . . .	500,636
Colliers average 228 Tons . .	3289 . . .	749,813
	10,133 . .	1,250,449

Upon

Upon the whole, therefore, the increase of the Ships and Vessels employed in the Trade of the River Thames, in the course of the 18th Century, may be exhibited in the following point of view:

	Increase of Vessels.	*Increase of Tonnage.*
Vessels in the Coasting Trade	4613	927,550
(*e*) British Vessels in Foreign Trade	587	250,352
Foreign Vessels in ditto -	1347	149,861
Total increase in a Century	6547	1,327,763

This extensive Navigation employs, as we have already seen, the vast number of 13,444 Ships and Vessels in the *Foreign, Colonial, and Coasting Trade*, (including their repeated voyages): besides 2288 Lighters, Barges, and Punts employed in the Trade of the River Lea, and the Upper and Lower Thames.—If to these should be added, the Stationary Craft consisting of 3336 *Barges, Lighters, and Punts*, used in the lading and discharging of Vessels, together with 83 Boats, Sloops, Cutters, and Hoys, (*f*) 3000 Watermen's Wherries, (*g*) 155 Bumboats, (*h*) and 194 Peterboats;

(*e*) This comparison having been made after a five years' war, which rendered it necessary to navigate through the medium of Foreign ships, the British are diminished, and the Foreign vessels increased in a much greater proportion, than if such comparison had been made in a period of peace.

(*f*) See Statement in the succeeding page.

(*g*) The Watermen's Company was first founded in 1556, and consists at present, as appears from the Report of the Dock Committee in 1796, of

Freemen -	8283	Total about 12,283.
Persons not free	2000	
Apprentices -	2000	

This Company is governed by 11 Rulers, 7 Auditors, 5 Comptrollers, and 30 Assistants. They admit about 300 Apprentices yearly in

boats; the aggregate number (exclusive of Ships of War, Transports, and Navy, Victualing, and Ordnance Hoys) will be found to amount to 22,500 trading Ships and Vessels of various sizes and dimensions, either frequenting the River in the course of a year, or remaining stationary within the limits of the Port. This is further illustrated in the two subsequent pages, containing a General Abstract of the number of Ships and Vessels of various sizes and dimensions, either frequenting or remaining stationary in the River Thames, in the years 1797 and 1798, and the mode of employing the same.

(f) From the Report of the Committee of the House of Commons on the London Docks in 1796, (Appendix S. s.) it appears, that the *aggregate number of* CRAFT, (exclusive of Ships, Boats, Wherries, and Pleasure Boats,) in active Service in the Port of LONDON, in April 1796, was stated to be as follows:—

	Vessels	Tons.	Average Tonnage.
Barges used principally for Coals	2196	71,903	33
Ditto employed in the Deal Trade	400	13,200	
Lighters in the West-India and other Trade	402	15,454	39
Punts employed chiefly in Export Trade	338	6,810	20
	3336		
Boats	57	1,332	24
Sloops	6	161	27
Cutters	10	711	71
Hoys	10	585	58
Total	3419	110,156	

in time of war, and 400 in peace. 4000 are said to be employed in the Navy at present. These Watermen navigate the 3000 Wherries, and the chief part of the 3336 Craft employed in the River.

(b) Bumboats were put under certain Regulations, by the Act of the 2d Geo. 3. cap. 28. as to which, see *post* Chapter II.

The

The preceding Statements are further illustrated by the following General Abstract :—

Ships and Vessels which have Arrived and which are Stationary in the River Thames, 1797, and 1798.

Vessels.	Detail of Shipping.		No. of Voyages.
	Foreign Trade.		
1300	Foreign vessels	1843	
(*i*) 1101	British vessels	1425	
			3268
	Coasting Trade.		
418	Colliers		3676
(*k*) 625	Coasters		6500
3444			13,444
	River Trade.		
88	Lighters, Barges, and Punts, employed in the Inland Trade of the Upper and Lower Thames and River Lea		2288
	River Craft for the Use of the Trade.		
2596	Barges		
402	Lighters		3336
338	Punts		
57	Boats		
6	Sloops		
10	Cutters		83
10	Hoys		
3000	Wherries		3000
155	Registered and Licensed Bum-Boats . . .		155
194	Peter Boats		194
10300	Total . . .		22,500

(*i*) 1860 Ships belonged to the Port of London in 1798, including East-Indiamen, making 374,000 Tons :

Of these 1109 were under 200 Tons.	30 from 430 to 550 Tons.
368 from 200 to 300 ditto.	22 . . . 600 to 735 ditto.
186 . . . 300 to 350 ditto.	95 . . 1300 . . . ditto.
50 . . . 350 to 400 ditto.	
1860	

(*k*) It appears from Appendix (D. 7.) page 84, and (D. 8.) page 86, in the Second Report of the Select Committee, for improving the Port of London, printed in 1799 ;

	Ships.	Tons.
That the Number of Colliers which arrived in 1798, including three repeated Voyages, was - - - - -	3289	749,813
The Number of Coasters the same year, were - - - -	6844	500,636
Total - -	10,133	1,250,449

In 1798—5007 of the above vessels cleared outwards, and
5126 Colliers & Coasters left the Port in Ballast.

In the same Appendix the Vessels and Voyages are stated thus :

			Average voyages.
Newcastle - - -	355 vessels	83,429 Tons	- - 5 in a year.
Sunderland - - -	200 vessels	35,765 Tons	- - 3 in a year.
	555	119,194	

Mode of employing the Vessels in the River Thames in 1797, and 1798.

In what manner employed.			No. of Voyages.
East India Trade			53
West India Trade			346
British Continental Colonies			68
Africa, and the Cape of Good Hope			17
Southern Fishery			29
Greenland Fishery			16
United States of America			140
Mediterranean and Turkey			72
Spain			121
Portugal			180
France			56
Austrian Flanders			66
Holland			329
Germany and Hamburgh			235
Prussia			608
Poland			69
Sweden			109
Denmark and Norway			202
Russia			230
Foreign Coasting	Guernsey, &c.		45
	Ireland		276
Coal Trade	Newcastle	329	
	Sunderland	69	
	Blyth Nook	20	
		418	3676
British Coasting Trade 625	100 Hull Traders	900	
	396 Other Ports in England	4792	
	32 Ports in Wales	124	
	97 Ports in Scotland	684	
			6500 (*l*)
Wherries for Passengers and Parcels			3000
River Trade in the Thames and Lee			2288
River Craft.			
Barges employed in the Coal Trade		2196	
Ditto in the Timber Trade		400	
			2596
Lighters employed in West-India and American, and other Trade			402
Punts employed in Import and Export Trade			338
Boats, Sloops, Cutters and Hoys, employed in carrying Goods and Passengers			83
Bumboats Licenced to hawk Goods among the Shipping			155
Peter Boats employed in Fishing, &c.			194
	Total		22,500

(*l*) See page 11.

II. Commerce of the River Thames.

At the Commencement of the 18th Century in the year 1700:—

	£.	s.	d.
The Imports amounted to	4,875,538	13	11
The Exports . . . . . to	5,387,787	4	4
Total exclusive of the Coasting Trade, of which there are no authentic Documents (m)	£. 10,263,325	18	3

At the middle of the Century, namely, in the year 1750:—

	£.	s.	d.
The Imports appear to be	5,540,564	4	8
The Exports -	8,415,218	2	5
(n) Total exclusive of Coasting Trade	£. 13,955,782	7	1

No very rapid progress appears, therefore, to have been made during the first fifty years of the Century, either in Shipping, or in the extent and advancement of Commerce; the increase in the latter in so long a period, being only 3,692,456*l.* 8*s.* 10*d.* Singular as it may appear, it was not till after the American War, and the total loss of the Colonial Possessions, that the progress of Trade in the Port of London, or the Nation at large, exhibited that degree of rapidity, which has raised this Country to its present enviable height. This fact is ascertained by the following General View:

(m) See Appendix D. of the Report of the Committee of the House of Commons, 1796.

(n) Ibid.

GENERAL

GENERAL VIEW

OF THE *IMPORTS* AND *EXPORTS* OF THE PORT OF LONDON,

For every Tenth Year, from 1710 to 1790; and for every Year from 1791 to 1798, inclusive.

MADE UP TO JULY 4, 1799.

[*See* APPENDIX D. *to the Report of the Dock Committee* 1796: *And* APPENDIX D. 13. *page* 89, *to the Report of the Committee for improving the Port of London in* 1799.]

Years.	Value of Imports.			Value of Exports.		
	£.	s.	d.	£.	s.	d.
1710	2,894,737	7	6	4,622,370	12	2
1720	4,958,101	17	5	5,008,245	17	2
1730	6,224,882	8	7	6,344,765	10	2
1740	4,904,248	11	1	5,593,734	3	4
1750	5,540,565	4	8	8,415,218	2	5
1760	7,063,395	13	6	10,726,709	0	10
1770	8,889,868	0	9	9,267,709	0	10
1780	6,794,021	0	1	6,837,960	4	9
1790	12,275,546	14	6	10,716,548	14	1
1791	12,016,229	5	2	12,944,192	8	10
1792	12,071,674	8	9	14,742,516	13	4
1793	12,224,745	7	4	12,660,463	6	11
1794	14,863,238	8	11	16,578,802	10	10
1795	15,384,777	14	5	16,523,001	6	8
1796	14,871,546	2	5	18,410,499	17	9
1797	13,065,290	19	4	17,721,441	4	5
1798	(*o*)			18,002,204	1	3

(*o*) From the particular manner in which the Importations from India and China are brought to account in the Books of the Customs, no account could be rendered of that Branch of Trade; and, therefore, the General Account of the Imports into the Port of London could not be given at the time of making up the above Table.

From the year 1790 to the year 1796, a period of only six years, it is worthy of remark, that the Trade of the Port of London, notwithstanding the existence of the War, increased more than triple the amount of its advance during the first fifty years of the Century, as the following statement will shew:

	£.	s.	d.
Imports and Exports in 1796	33,282,046	0	2
Idem in 1790	22,992,095	8	7
Increase	£.10,289,950	11	7

On examining the Imports and Exports of the last four years, from 1796 to 1799 inclusive, it appears that no material increase, in the Commerce of the Port of London has taken place within that period: but it is ascertained by the annexed statement, extracted from the Appendix (D. 14) page 90, to the 2d Report of the Committee for the improvement of the Port of London, in 1799, that there has actually been, a very considerable augmentation of Trade in several of the Out-ports, thus exhibiting a progressive advance in the National Commerce every year.(p)

(p) EXPORTS AND IMPORTS OF ALL THE OUT-PORTS OF ENGLAND.

	Exports.	*Imports.*
1793	£.6,704,965 9 1	£.5,598,529 6 6
1794	9,084,469 9 8	5,981,760 10 8
1795	9,622,345 11 6	6,083,591 13 8
1796	10,785,790 10 10	6,591,163 13 0
1797	9,978,448 0 6	6,455,581 9 2
1798	13,920,316 12 4	7,739,135 5 11

But,

But, great as the value of this Commerce appears to be, it is now discovered, through the medium of the convoy duties imposed by Stat. 38 Geo. III. c. 76. under which a per centage is levied, with some few exceptions, on the *real value* of the Merchandize imported and exported, that the principle of valuation, established by Sir William Davenant above a Century ago (and continued ever since) does not apply to the present period.

By following this new and more correct *datum*, the Nation has the satisfaction to learn, that the marketable value of the Merchandize imported and exported, is nearly double the amount of the ancient Estimates; which consequently, are now no further useful, than as they exhibit the relative comparison between one year and another.

For the purpose, therefore, of approaching as near to the truth as possible, and that the Author might be enabled to lay before his Readers a comprehensive view of the whole Trade of the River Thames, according to its true value, he has bestowed considerable labour in arranging the Table here introduced; in which is exhibited a general display of the Navigation and Commerce of the Port of London, in a manner calculated to convey to the mind of the Reader, not only a clear and accurate conception of its unparalleled magnitude, but also of the nature of the several articles of Trade and Manufacture, which are the objects of that Commerce: a detail, which cannot fail to produce a con-

viction of the indispensable necessity of a well-planned and energetic System of *River Police*; to regulate and control the œconomy of so vast a machine, and to protect such an astonishing mass and variety of Property, in its repeated transits to and from the Ships and Vessels, until it can be ultimately deposited in places of security. This detail also may serve to show, how inefficient and abortive must all the efforts of Individuals prove in preventing Plunder, and Depredation, without the superior power of Legislative aid.

In contemplating this vast extent of Commercial Aggrandisement, we discover also no inconsiderable proportion of those immense resources, which have contributed, in so great a degree, to the power and splendor of the Nation: and these resources are further illustrated by the *General Recapitulation*, exhibiting a comprehensive view of the whole, including what may be denominated the *Local Trade*; and also, the Value of the Shipping and Craft belonging to British Subjects, and employed in the extensive Commerce of the Port of London.

RECAPITULATION.

	Ships including their repeated voyages.	Aggregate Tonnage.	Value of Imports.	Value of Exports.
			£. s. d.	£. s. d.
Foreign and Colonial Trade, &c. - -	2946	525,148	23,059,533 7 6	26,387,363 18 4
Foreign Coasting.				
Guernsey, Jersey, &c.	46	5,344	218,916 12 8	83,281 12 1
Ireland - - -	276	32,824	1,878,971 7 2	659,922 14 1
British Coasting.				
Coal Trade - -	3676	656,000	1,700,000 0 0	10,000 0 0
England and Wales	5816	500,000	3,900,000 0 0	2,200,000 0 0
Scotland - - -	684	60,000	200,000 0 0	300,000 0 0
	13,444	1,779,316	30,957,421 7 4	29,640,568 4 6
				30,957,421 7 4

Total Imports and Exports £.60,597,989 11 10

To which add Inland Trade, &c.

Local Trade within the limits of the Port in upper & Lower Thames, and the river Lea.	88	Barges and Punts, &c. including repeated voyages with Grain, Malt, Timber, &c. estimated at	- - 235,000 0 0

Add also the value of British Shipping, &c.

Estimated Value of British Shipping, Tackle and Apparel, trading to, and stationary on the River Thames.

1401	British vessels in Foreign Trade, average	7600,000 0 0		
418	Colliers - -	700,000 0 0		
496	England,			
32	Wales,	Coasters - -	525,000 0 0	
97	Scotland			
3507	River Craft and Traders -	350,000 0 0		
3349	Wheries, Bumboats and Peter Boats -	25,000 0 0	9,200,000 0 0	
9300		Total property in the River Thames, annually	70,032,989 11 10	

Thus

Thus it would appear, that the estimated value of the Commercial Property which floats in the River Thames, in the course of a year, exceeds *Seventy Millions sterling!* When to this we add the Coals, and Goods of all kinds, constantly exposed in Craft; *Ships of War, Gunboats and Transports*; the *Hoys* for conveying Naval, Victualling, Ordnance and Military Stores, to and from the public Arsenals at Deptford, Woolwich, Sheerness and Chatham, to Ships of War and Transports on the River; and to and from Dock-yards at Portsmouth and Plymouth: all which must, in the course of a year, amount to at leaſt *Five Millions*. The whole will present an aggregate of *Seventy-five Millions sterling* of floating property; all of it, more or less, subject to acts of peculation, *fraud, embezzlement, pillage* and *depredation*, through the medium of the various and numerous classes of depraved characters who are employed upon the River, seeking for opportunities to acquire plunder, and who (it cannot too often be repeated) are only to be restrained and over-awed by an apposite River Police, exclusively directed to that object alone, and aided by a competent civil force.

GENERAL VIEW

Of the whole COMMERCE and SHIPPING of the RIVER THAMES, taken from Authorities and Documents applicable to the Year ending the 5th *January*, 1798; with the true Valuation of the Merchandise IMPORTED and EXPORTED from and to Parts beyond Seas, ascertained on the New Principle established by the CONVOY DUTIES: Exhibiting also the Number of Vessels and the aggregate Tonnage employed in each particular Branch of the FOREIGN and COASTING TRADE.

Specification of Trading Countries.	Number of Ships, including repeated Voyages.	Aggregate Tonnage.	IMPORTS into the PORT of LONDON. Specification of Articles.	Value of Merchandise Imported. £.	s.	d.	EXPORTS from the PORT of LONDON. Specification of Articles.	Value of Merchandise Exported. £.	s.	d.	Total Value of Merchandise Imported and Exported. £.	s.	d.
FOREIGN TRADE.													
East Indies	53	41,456	Tea, China, Drugs, Nankeens, Muslins, Callicoes, Long Cloths, Cotton, Cotton Yarn, Pepper and Spices, Salt-Peter, Indigo, Raw and Manufactured Silks, Sugars, &c. &c.	6,544,402	10	2	Linens, Woollens, Haberdashery, Hosiery, Hats, Shoes, Hardware, Wrought Iron, Jewellery, Plated Goods, Tin, Copper, &c.	3,957,905	5	1	10,502,307	15	3
West Indies	346	101,484	Sugar, Rum, Coffee, Cocoa, Pimento, Ginger, Cotton, Dye Woods, &c.	7,118,623	12	8	Linens, Woollens, Haberdashery, Cotton Goods, Provisions, Herrings, &c.	3,895,313	18	7	11,013,937	11	3
British Continental Colonies	68	13,986	Furs, Skins, Fish, Oil, Corn, Masts, and other Timber	290,894	4	10	British Manufacture of all Kinds, Tea, Sugar, &c. &c.	1,347,250	1	7	1,638,144	6	5
Africa and the Cape	17	4,336	Fruit, Wax, Gums, Elephant's Teeth, Palm Oil, Wine, &c.	82,370	15	0	Linens, Cotton Goods, Arms, Liquors, Gunpowder, &c. &c.	449,075	19	3	531,446	14	3
Southern Fishery	29	7,461	Oil, Spermaceti, Whale-bone, and Skins	250,689	3	2	Ships-Chandlery, Fishing Tackle, Stores and Provisions	54	16	4	250,743	19	6
Greenland Fishery	16	4,769	Blubber and Whale-bone, Seal Oil, &c.	64,142	0	8	Ships-Stores, Fishing Tackle, Stores and Provisions for the Ships	00	0	0	64,142	0	8
States of America	140	32,213	Tobacco, Rice, Indigo, Cotton, Corn, Oil, Skins, and Naval Stores	1,517,386	2	8	British Manufactures, and Foreign Goods, &c. &c.	3,898,864	12	9	5,416,250	15	5
Mediterranean and Turkey, &c.	72	14,757	Silk, Wine, Oil, Cotton, Drugs, Dye Stuffs, Fruits, &c.	390,794	19	10	British Manufactures, Fish, East India Goods, &c.	118,914	3	7	509,709	3	5
Spain and Canaries	121	16,509	Wine, Oil, Fruit, Wool, Cork, Drugs, &c.	776,686	13	2	British Manufactures, Fish, and some Foreign Goods	171,073	4	6	947,759	17	8
Portugal and Madeira	180	27,670	Wine, Fruit, Cotton, Cork, Salt, &c.	414,359	7	2	British Woollens, and other Manufactures	438,877	16	2	853,237	3	4
France	56	5,573	Wine, Oil, Fruit, Cotton, Brandy, &c.	15,951	17	8	Tobacco, and Foreign Merchandise	859,974	16	0	875,926	13	8
Austrian Flanders	66	5,104	Silk, Fine Yarns, Corn, &c.	21,027	3	2	Tobacco, and East and West India Produce, Rice, &c.	118,064	2	2	139,091	5	4
Holland	329	19,166	Corn, Wine, Gin, Brandy, Flax, Dye Stuffs, Provisions, Seeds, &c.	673,241	17	4	Tobacco, Rice, and other West India Produce	1,538,120	3	6	2,211,362	0	10
Germany	235	37,647	Corn, Wine, Linen, Linen Yarn, Silk, Skins, Drugs, Smalts, Ashes, Oak Bark, Seeds, &c. &c.	2,658,011	8	2	British Manufactures, and East and West India and American Goods	8,014,260	3	0	10,672,271	11	2
Prussia	608	56,955	Deals, Masts and Timber, Corn, Ashes, &c.	220,827	14	0	British Manufactures, and East and West India and American Goods	211,662	12	0	432,490	6	0
Poland	69	17,210	Corn, Timber, Deals, Linens, &c.	207,477	0	0	British Manufactures, and East and West India and American Goods	35,468	18	3	242,945	18	3
Sweden	109	14,252	Corn, Iron, Deals, Pitch, Tar, &c.	152,707	6	10	British Manufactures, and Foreign and West India Produce	169,293	18	4	322,001	5	2
Denmark and Norway	202	48,469	Corn, Timber, Deals, Iron, &c.	94,821	3	6	British Manufactures, and Foreign Merchandize	711,082	10	8	805,903	14	2
Russia	230	56,131	Hemp, Linens, Tallow, Ashes, Iron, Masts, Deals, &c.	1,565,118	7	6	British Manufactures, and East and West India Goods, &c.	452,106	16	7	2,017,225	4	1
Total Foreign Trade	2946	525,148		23,059,533	7	6		26,387,363	18	4	49,446,897	5	10
COASTING TRADE.													
Foreign Coasting. Guernsey, Jersey, Alderney, Ireland	46	5,344	Wine, Brandy, Geneva, Prize Goods, Paving Stones, &c.	218,916	12	8	British and Foreign Merchandise, Corn, Provisions, &c.	83,281	12	1	302,198	4	9
Foreign Coasting. Ireland	276	32,824	Linens, Salt Provisions, Corn, Hides, Tallow, Butter, Linen and Woollen Yarn, and Manufactures, &c. &c.	1,878,971	7	2	British Manufactures, and East and West India and American Produce of all Kinds, &c.	659,922	14	1	2,538,894	1	3
British Coasting. Coal Trade	3676	656,000	Coals from Newcastle, Sunderland, and Blythnook	1,700,000	0	0	Groceries, Teas, East and West India Goods, &c.	10,000	0	0	1,710,000	0	0
British Coasting. England and Wales	5816	500,000	Corn, Flour, Beer, Cyder, Butter, Cheese, Fruits and Provisions, and Manufactures of all Kinds	3,900,000	0	0	East and West India Goods, Tobacco, Rice, Cotton, Groceries, and Dry Goods of various Kinds	2,200,000	0	0	6,100,000	0	0
British Coasting. Scotland	684	60,000	Cotton and Muslin Manufactures, Damask, Diaper, Osnaburgs, Linens, Hosiery, Herrings, Salmon, Salt Fish, Cast Iron, Coals, Paving Stones, &c.	200,000	0	0	Ditto . . . . Ditto	300,000	0	0	500,000	0	0
	13444	1,779,316		30,957,421	7	4	*** The Value of Imports and Exports in the Coasting Trade cannot be ascertained by the Public Accounts; what is here stated is merely the supposed Value on the best Data that could be found.	29,640,568	4	6	60,597,989	11	10

III. General Observations on the Harbour of the Port of London, and the conveniences afforded to the Trade.

The present accommodations for the immense Commerce of the Port of London, (with the exception of those Vessels that discharge their cargoes between Blackfriars and London Bridges,) are comprehended in that portion of the River Thames which extends from London-Bridge to Deptford, in length about four miles, and upon an average, 450 yards wide. This Harbour, from the variations in the depth of the water, (*p*) is understood to comprise four distinct divisions, namely:—

	Yards.		No. of Ships & Vessels.
1. The Upper Pool from London-Bridge to Union Hole, for Ships of 250 tons and under. . .	1600	Coasters & small Ships	329
2. The Middle Pool from Union Hole to Wapping New-Stairs, for Ships of 350 tons. . .	750	middle-sized Ships	126
3. The Lower Pool from Wapping New-Stairs to Horse-Ferry-Teer, near Limehouse, for Ships of 400 tons.	1800	large Ships	320
4. From Horse-Ferry to the Mooring-Chains at Deptford, for Ships of 450 to 500 tons, drawing 16 feet water.	2700	Limehouse	54
		Deptford	50
		Total	879

☞ The large Indiamen drawing from 22 to 24 feet water, cannot discharge higher up than Blackwall.

(*p*) For a Statement of the Soundings of the River Thames, see Appendix, No. I.

From

From the foregoing account, it would seem, that no more than 879 Ships and Vessels can be easily accommodated in the Harbour: yet, it frequently happens, when the Fleets arrive together, that from 13 to 1400 Vessels, including Coasters, are in Port at the same time.—300 Colliers have been at one time in the Pool, and there are usually from 150 to 200 Sail.

It is moreover to be remembered, that the surface of the River is not only thus occupied by Ships and Vessels arriving from Sea; but also by the numerous Craft necessarily employed in conveying the Cargoes of the larger Vessels to the different Landing Places.

The East-India Ships discharge their Cargoes into decked Hoys belonging to the Company: A part from the largest Ships frequently in Long-Reach, and the remainder at Blackwall.

With some few exceptions of small Vessels, which land their Goods at the Quays, *the Ships in the West-India Trade* discharge their Cargoes into Lighters.

When a large Fleet of Ships from thence are delivering their Cargoes, and the Quays are crowded, the consequence is, that from 150 to 200 Lighters will remain for a considerable length of time, having valuable Goods on board, exposed to the risk of plunder and the danger of swamping, or sinking, in consequence of the various accidents to which they are exposed.

The American Trade also occupies a considerable number of Lighters, as do, in short, all the Ships and Vessels trading to the Port which are not discharged at the Quays.

Of 420 *Timber Ships*, which usually arrive in the course of a year, about 250 are laden with Logs; these are rafted in the River, and generally occupy ten times the space taken up by the Ship from whence they have been unladen; and the Vessels freighted with Deals occupy a great number of Lighters in their discharge.

The *Coal Trade* alone, which exceeds the Foreign Commerce in the number of Ships annually discharged, requires double the number of Craft which is found necessary for the whole Import and Export Trade of the River. 2196 Barges, averaging about 33 Tons each, (amounting in the whole to 71,903 Tons,) are chiefly employed in the Coal Importation.(*q*)

On some occasions, above 90 Colliers (each requiring on an average 13 Barges,) are discharging at once. 1170 Coal Craft will then be laden with Coals, occupying different parts of the Pool at the same time; while the chief part of the remaining Craft, above and below Bridge, are used as Floating Warehouses, until the Coals can be disposed of.

The monthly supply of Coals for the Metropolis, is estimated at 300 Cargoes of 220 Chaldron each, *or* 66,000 *Chaldrons:* It is therefore no unlikely supposition, that (with some exceptions,) 50,000 Chaldrons, on an average, remain exposed to depredation in open Craft on the River all the year round.

(*q*) See page 15.

Hence

Hence it may reasonably be concluded, that the number of Ships, Vessels, and Craft, which cover the Harbour of the Port of London, laden with valuable property, outward and homeward bound, all the year through, cannot be estimated at less than eleven hundred. On some occasions there must be many more; for we have seen that 13,444 Foreign and Coasting Vessels enter the Port in the course of a year.(q)—To these we are to add 2000 River Traders and Stationary Craft, including the Coal Barges; making in all upwards of three thousand Floating Repositories of valuable property. The unladen Craft and Wherries will increase this number to nearly 8000 Vessels and Boats of all kinds, occupying a space of four miles below, and two miles above London Bridge.

Vessels delivering Cargoes into Lighters, generally require from 14 days to six weeks to finish the discharge. Various causes combine to create delays, which subject the property to risk of plunder and damage—rainy weather—scarcity of Craft—and above all, the crowded state of the Legal Quays: which latter alone, occasions many obstructions, and renders it, not seldom, absolutely necessary to suspend the discharge merely on this account.

(q) See Table in page 22.

IV. Landing Places in the Port of London, including Legal Quays and Sufferance Wharfs.

It has already been observed that the Legal Quays have been established so far back as the 1st year of the reign of Queen Elizabeth in 1558, since which period they have never been enlarged. They are 20 in number, situated on the North side of the River, and extend (from London-Bridge) to the Western extremity of Tower Ditch. The whole frontage of these Quays is only 1419 feet, and they are divided in the following manner:—

Legal Quays of the Port of London.

I. *Seven Quays from London Bridge to Billingsgate.*

	Feet	Proprietors and Lessees.
1 Fresh Wharf	140	Mr. Bolt
2 Cocks Quay	65	Mr. Herbert
3 Gaunts Quay	31	Messrs. Curlings
4 Hammonds Quay	23	
5 Bottolph Wharf	78	Messrs. Rowlets
6 Lyons Quay	36	East-India Company
7 Somers Quay	73	
	446	

II. *Eight Quays from Billingsgate to the Custom-house.*

	Feet	
1 Smarts Quay	27	Mr. Bolt
2 Dice Quay	111	
3 Ralphs Quay	46	Messrs. Ogles
4 Youngs Quay	46	
5 Wiggins Quay	52	
6 Sables Quay	30	Messrs. Dawson, Gascoigne, Dixon and Co.
7 Bear Quay	64	
8 Porters Quay	103	
	479	

III. *Five*

III. *Five Quays to Tower Dock.*

	Feet.	PROPRIETORS AND LESSEES.
1 The Custom house Quay	208	His Majesty
2 Wool Quay	61	
3 Galley Quay	101	Messrs. Curlings
4 Chester Quay	51	Messrs. Dutton and Co.
5 Brewer Quay	73	
	494	

RECAPITULATION.

1st. Division 7 Quays .	446	
2d. Ditto 8 Quays .	479	
3d. Ditto 5 Quays .	494	
Total .	20	1419

The confined state of these Quays,(r) has been long complained of as a grievance, and seems to have operated powerfully in promoting the efforts which have been, at length, successfully used in obtaining Legislative authority to construct Wet Docks.

It may be stated, on the authority of the evidence delivered before the Committee of the House of Commons in 1796, that some of the Wharfingers, having a joint right in the Quays and Warehouses, will sometimes not permit goods to be landed on their Wharfs, unless they also derive the additional benefit arising from the same goods being deposited

(r) See a Plan for improving these Quays, in the Second Report of the Select Committee on the Port of London, 1799.

in

in their Warehouses. Acting under the short-sighted impulses of immediate gain, they have sometimes grasped at the possession of more goods than they could store in places of security: The result has been that perishable commodities, have remained in the Craft, or upon the Wharfs, exposed to the injuries of the weather, and generally to very excessive plunder.

In addition however to these Legal Quays, relief has been occasionally afforded to the Trade of the Port through the medium of *Sufferance Wharfs*. Although these Wharfs have generally been allotted to the East Country and the Coasting Trade, permission has also been granted to land Sugars and Foreign Articles at them; and particularly in the years 1793 and 1799, when the arrival of several Fleets at the same time occasioned an uncommon press of business.

Five of these *Sufferance Wharfs* are situated on the North side of the River, between the Tower and Hermitage Dock; the remainder, 18 in number, are of larger dimensions, but they are all situated on the Surry side. The whole compose a frontage of 3676 feet upon the River.(*r*)

The detached, and, in some respects, the remote situation of the Sufferance Wharfs, with various other inconveniences with regard to the Warehouses, render them but an indifferent succedaneum; and the hazard of loss by plunder, has been found to be, in many respects, much increased by this alternative.

(*r*) See the following page for an account of the Wharfs.

PUBLIC

PUBLIC FOREIGN SUFFERANCE WHARFS, *within the limits set out by the* COMMISSIONERS *of the* CUSTOMS, *and particularly specified and decreed by them to be* PUBLIC WHARFS, *on the 13th of May*, 1789.

[From the Second Report of the Select Committee, upon the Improvements of the Port of London, page 134; Appendix, (C 4)]

	Sufferance Wharfs.	No. of Feet next to the River each Wharf occupies.	No. of Tons the Warehouses will contain.	No. of Tons the Yards will contain	No. of Hogsheads of Sugar each Wharf can house.
On the South side of the River.	Chamberlayne's Wharf	195	4,500	400	3,000
	Cotton's	250	4,600	500	2,000
	Hay's	118	16,000	2,000	3,000
	Beal's	152	4,000		1,500
	Griffin's	149	6,000	600	3,500
	Symon's	124	20,000	10,000	7,000
	Stanton's	157	6,000		2,000
	Davies, Butt and Co's.	511	20,000	22,000	7,000
	Hattley's	194	4,000	20,000	2,000
	Pearson's	58 6/12	2,000	3,400	1,500
	Holland's and Butler's	206	7,000	3,000	5,000
	Cole's	65 6/12	3,500		3,000
	Carrington's	34 1/12	2,500	3,000	1,000
	Hoggarth's 3 Wharfs	121 5/12	2,500	6,000	2,000
	Scott's	289 6/12	4,500	5,500	2,000
	Merriter's	265 10/12	1,450	2,000	900
On the N. side of the River.	Iron-Gate	264 6/12	8,000		7,000
	St. Catherine's	33 6/12	300		300
	Watson's	52 4/12	3,840		4,000
	Bryant's	95 8/12	1,000		1,000
	Downes	340	3,800	400	1,500
		3,676 10/12	125,490	78,800	60,200

V. WARE-

V. Warehouses for the accommodation of Merchandise.

The Warehouses for the accommodation of Merchandise are numerous, and some of those belonging to the East-India Company, are splendid and commodious in the highest degree. Their goods are carted to these Warehouses from their own Quays, where they are deposited under the care of Revenue Officers, specially appointed, as the duties are never paid until the goods are delivered after a Sale takes place; a privilege which could not fail to give an inconceivable spring to Commercial pursuits if extended to all the other great branches of Trade.

The Warehouses at the Legal Quays, where Sugars and other West-India commodities are generally landed, are not equal to the accommodation of more than 32,000 hhds. of Sugar: Those at the Sufferance Wharfs, if not occupied with other goods, would contain 60,000 more; (*s*) but as they are generally allotted for other Merchandize, and as it frequently happens, especially during war, that of an importation of 150,000 hhds. in the course of six months, 120,000 will arrive in *three*; the consequences have been that Sugars, and other valuable commodities, have been piled upon the Quays six or eight hogsheads high.

Under such circumstances, previous to the establishment of the Marine Police Office, the property

(*s*) See Table of Sufferance Wharfs, page 32.

of the Planters and Merchants became a prolific harvest to the hordes of plunderers who work upon the River, and prowl about the Wharfs.—The Ships and Lighters also became temporary warehouses, equally the objects of pillage, and daily and nightly depredations, to an extent that exceeds all credibility; while those to whom the protection of the property was then committed were themselves, in many instances, most deeply implicated in the villainy.

But the evil was by no means confined to depredations committed on merchandise thus exposed. The loose system which then pervaded, and it is to be feared still pervades, the interior of the Warehouses, is productive of much abuse and no little peculation, of which more will be stated in its proper place.

Having thus followed the Navigation and Commerce of the River Thames regularly through all its stages, in which information or specific detail, as to the extent and magnitude of both, or to the œconomy of the System at large, appeared to be useful and interesting, it now remains to take a general view of the advantages derived by the State from the

Revenue of the Port of London.

In a Work of this nature, minute or elaborate investigations as to the importance of the Trade of the Port of London, as a great and prolific source of Revenue, are needless.—The fact is admitted, and appears evident from the details which have been already

already given. It will therefore be sufficient briefly to show the progress of this great branch of the National income, and to trace it from an early period to its present wonderful amount.

In the year 1613, according to Davenant, the Customs of the Port of London stood thus—

	£.	s.	d.
On Goods Outwards . . £.61,322 16 7			
Inwards . . . 48,250 1 9			
	109,572	18	4
In the same year the Customs of all England produced only	35,502	9	4
Being nearly three to one in favour of the Metropolis.			
In 1666 the same Author states that the whole Customs of England were farmed by the year, at	390,000	0	0
From 1671 to 1688 the whole Customs of England produced on an average yearly, only	555,752	0	0
From 1700 to 1714 the Revenue of the Customs of England, on an average of 15 years, yielded	1,352,764	0	0
While in 1711 the Customs, as stated by Davenant to have been received in the Port of London alone, amounted to . .	1,353,485	0	0
In 1725 the Customs of this Port amounted to about	1,500,000	0	0
— 1750 . Idem, exclusive of the Excise on Spirits, Tea, &c. &c. about . . .	1,750,000	0	0
— 1775 . Idem . . . Idem . . Idem	2,250,000	0	0
— 1785 . Idem . . . Idem . . Idem	2,500,000	0	0
— 1795 . Idem . . . Idem . . Idem	3,643,940	9	11
— 1796 . Idem . . . Idem . . Idem	4,168,661	11	2
— 1798 . Idem . . . Idem . . Idem	4,815,034	16	2
— 1799 . Idem, including Convoy duties	6,422,791	0	5

From this just point of view in which the subject is placed, the mind must be struck with astonishment, (especially when it is considered that the immense duties of Excise are not included,) at a progress so rapid, under the weight of so many succeeding wars, and terminating at a crisis of unexampled Public expence, in so splendid a display of the Commercial enterprize of the Merchants, and the opulence of the Metropolis; exhibiting, at the same time, the ability it possesses of contributing, in every exigency of danger and difficulty, to the effectual aid of the State.

The fact however is, that not a little of the success of the Commerce of the Port of London, is to be attributed to the spring which has been given to it by the wise and enlightened policy adopted by the Government in the course of the present War.—This policy, in spite of all the efforts of the hostile Nations to prevent it, has opened a lucrative and beneficial Trade *to their respective Countries*, unexampled in all former Wars: a measure highly creditable to the penetration and judgment of those who had strength of mind to conceive, and resolution to execute it, in opposition to so many popular prejudices: a measure, in short, most admirably calculated to invigorate Commerce, and the resources of the Country, at the expence of the Enemy. (*t*)

CONCLUDING

(*t*) Notwithstanding the present War, and the various prohibitions vainly attempted to be enforced by our enemies in Spain, France and Holland, our Trade with these Countries, in consequence of the Measures above alluded to, as pursued by Government, appears by the General View in page 22, to have been very extensive.

Imports

Concluding Observations.

While every lover of his Country must glory in its Commercial Aggrandizement, and in the exalted pre-eminence which she holds among the Nations of the World; the same spirit of patriotism should act as an incentive to the establishment of those principles of moral rectitude, which form the only true and solid foundation of *permanent prosperity*, either among Nations or Individuals. How much soever the mind may be dazzled with the glare of power and wealth, no truth is better established than this; that where riches flow upon a Country, exhibiting in one scale the advantages arising from the accumulation of masses of property, these blessings are but too frequently weighed down by an accession of crimes in the other:—these, unless their increase is prevented in due time, will forcibly operate in sapping the foundation of all morals, and insensibly lead to those consequences which have fatally terminated the *Power*, the *Splendor*, and even the *Existence* of Nations.

The present state of society and manners—The wonderful change apparent in the habits of the lower orders of the Community—The recent, and perhaps too effectual attempts to undermine that sense of Religion and moral rectitude, which re-

Imports and Exports to and from the Port of London only, for the year ending the 5th of Jan. 1798.	To Spain	£.947,759 17 8
	To France and Flanders	1,015,017 19 0
	To Holland . . .	2,211,362 0 10
	Total . .	£.4,174,139 17 6

strained

strained the mass of the people from minor acts of delinquency: All these considerations call for such internal regulations as may operate in the most immediate manner, in controlling the ill-directed and tumultuous activity of human passions; to counteract the influence of wealth under its various attractions of pleasure and pain; and to prevent it from disseminating its poison, while it confers its blessings.

To effect this purpose, *inestimable* in a national point of view, and benevolent and humane to all whose vices and enormities it tends to restrain, a *Police* must be resorted to upon the broad scale of *General Prevention—Mild in its operations,—Effective in its results; having justice and humanity for its basis, and the general security of the State and Individuals for its ultimate object.*

The art of œconomising through the medium of a well-regulated Police, with a view to the prevention of crimes, by the introduction of restraints, perfectly congenial to the principles of the British Constitution, may be considered as a new branch of Science in Political Philosophy.

Fortunately however for the best interests of Mankind, such a system has been demonstrated to be practicable. In its further operation, the true happiness and comfort of the People will inevitably be promoted; while by extending security to Commercial Property, the privileges of innocence will be preserved, and the comforts of Civil Society eminently enlarged.

CHAP.

CHAP. II.

Reflections on the origin, rise, and progress of Depredations on the River Thames.—Causes assigned, viz. Smuggling pursuits generating Depravity—Impunity—The want of apposite Laws, and the means of carrying them into execution.—River Plunder felt as a serious evil about the middle of the Century.—The Bumboat Act of the 2d Geo. III. *Cap.* 28.*—Its Provisions explained.—Bumboats greatly diminished since the passing of this act—Supplied by the Watermen's boats.—The inefficacy of the Bumboat Act explained.—Culprits support one another by raising a general Fund for Penalties. The injury to the Crown and the Subject, from this source in the Century, estimated at Ten Millions Sterling. An Inquiry instituted in* 1797*, with a view to the establishing a Police.—A detail of the evils which the adoption of the System developed,* 1*st. with respect to the Depredations of River Pirates—*2*d. Night Plunderers—*3*d. Light Horsemen—*4*th. Heavy Horsemen—*5*th. Journeymen Coopers—*6*th. Watermen—*7*th. Mud-larks—*8*th. Rat-catchers—*9*th. Game Lightermen—*10*th. Scuffle-hunters.—Pillage on the Quays.—Warehouses.—The Devil hogsheads explained.—The aggregate loss under pretence of drawing Samples, estimated at* 70,000*l. a year in West-India articles, exclusive of general plunder.—Concluding observations.*

No sooner had the Commerce of the River Thames arrived at that point of respectability, which rendered it necessary, from the peculiar situation of the Port, to remove Merchandise in large quantities from Ships and Vessels to Lighters, and from thence to the Landing-places, and *vice versa*, than it appears to have been afflicted by Criminal Depredation.

It is probable, however, (although the fact cannot be clearly ascertained) that this had not become a very serious evil, until after the commencement of the 18th Century.

The progress of evil propensities was slow, while a sense of Religion and Morality operated in a greater degree than at present, upon the minds of the lower orders of the people. In the moral, as in the physical World, the change of habit is gradual, and often imperceptible. In contemplating the magnitude of the abuses which are to be developed in this Work, the mind is naturally led to an inquiry into the causes which have produced a system of matured delinquency; which is perhaps, unparalleled in the criminal history of any other country.

It is not unlikely, that the disposition to pillage Commercial Property while afloat, derived its origin, in no inconsiderable degree, from the habit of Smuggling, which has prevailed ever since Revenues were collected.

The

The unpopularity which attached upon all Imposts levied on the Subject in the earlier periods of Society, when men's minds were less expanded and enlightened, rendered illicit transactions and frauds upon the State less an object of reproach than offences committed on the property of individuals: This indeed continues too much the case even at the present day, and hence the minds of the Offenders cease to be restrained by a sense of the moral turpitude of the action.

By degrees, probably (though the transition was easy) little distinction was made in illicit transactions between the *Adventure of the Individual, and the Property of the Merchant or Consignee of the Cargo.* The habit once acquired of removing the *one* in a clandestine manner, led by analogy to the removal of the *other*.—The mind thus reconciled to the action, the offence screened by impunity, and apparently sanctioned by custom, the habits of pillage increased: others seduced by the force of example, and stimulated by motives of avarice, soon pursued the same course of Criminalty, while the want of apposite Laws, and the means of carrying into execution those that existed, gave an extensive range to Delinquency. New Converts to the System of Iniquity were rapidly made. The mass of Labourers on the River became gradually contaminated.—A similar class upon the Quays, and in the Warehouses, caught the infection, and the evil expanded as Commerce increased.

Certain

Certain it is, that Depredations on the Floating Property in the River Thames were felt as a very serious evil, so early as the middle of the Century: since it appears that various efforts were used about that period, to put the then existing Laws in execution, for the purpose of suppressing the Thefts committed on the Tackle, Apparel and Stores, and also on the Cargoes, of Ships and Vessels lading and discharging in the Port of London: These efforts proving ineffectual from the deficiency experienced in the Laws, recourse was had to the Legislature, which at length produced the Act of the 2d of his present Majesty, cap. 28, "*to prevent the committing of Thefts and Frauds by persons navigating Bumboats and other Boats upon the River Thames.*" — From the Preamble to this Act it is plain, that it originated from the evils then felt by Ship-Owners as well as Merchants. This Preamble recites "*that many ill-disposed persons, using and navigating upon the River Thames, certain boats, commonly called Bumboats, and other Vessels, under pretence of selling Liquors of different sorts, and also Slops, Tobacco, Besoms, Fruit, Greens, Ginger-bread, and other such like wares, and things, to and amongst the Seamen and Labourers employed in and about Ships, Vessels and other Craft there, do frequently take occasion to cut, damage, and spoil the Cordage, Cables, Buoys and Buoy-ropes, and the Head-fasts, and other Fasts, belonging to such Ships, Vessels, and Craft,*

"*and*

" *and fraudulently carry away the same,—likewise*
" *encourage such Seamen and Labourers to dispose of*
" *such Cordage, Cables, and Buoys, and such Goods,*
" *Merchandise, Materials and Stores, secretly and*
" *unlawfully, whereby great losses are sustained by*
" *Merchants and Owners of such Ships and Vessels,*
" *and other Craft trading in the said River.*"

The existence of the evil is here strongly depicted, and the object in view, seems to have been the protection of the Stores and Materials of Vessels trading to the Port of London, as well as their Cargoes.—Considerable pains seem to have been bestowed in attempting to reach the evils that existed, and a certain expence was incurred in obtaining this Act: Yet, perhaps from the circumstance of its being a *local Statute*, fourteen years actually elapsed after its passing, before any one of its provisions was carried into effect.

It has indeed been the case with many very salutary and wholesome Laws, that they have remained a dead letter to the great injury of the Community.

These, among numerous other inconveniences, which are suffered by the innocent part of the Public, clearly demonstrate, that an active principle is wanting in the Body Politic, not only to give effect to the Laws now in being for the well-ordering of Society, but to suggest others, as circumstances change, whereby the rapid strides of Delinquency may

may be impeded, and a greater portion of Security extended both to Life and Property.

By this Act it is provided "That the Owners of, or Persons using Bumboats between London Bridge and the Hope Point, for the purpose of bartering their Wares with Seamen and Labourers in the River, should not be permitted to exercise their Trade until Registered, Marked, Numbered, and Licensed by the Trinity Corporation;(*u*) who are also authorised under their Common Seal (and the same authority is given to any seven or more Owners or Masters of Ships then wholly or partly in the River) to appoint persons who shall have authority to search and detain any Boat having goods on board, suspected to be part of the Cargo or Materials of any Ship or Vessel in the River Thames, and to have been stolen or unlawfully procured; and also, to apprehend the persons belonging to such boat, and to convey them before a Justice, having local jurisdiction, and in default of a satisfactory account being given, or the production of the person from whom the goods were obtained, then the Offenders to be deemed guilty of a misdemeanor, and the Boat, Tackle, and Lading to be forfeited.

"Constables and Beadles, and Watchmen while on duty, are authorised to seize and apprehend per-

(*u*) For a List of the persons at present licensed, with which the Corporation obligingly furnished the Author,—See APPENDIX, No. II.

sons

sons having Ropes, Stores, and other Goods, suspected to have been stolen, or unlawfully procured, from Ships and Vessels in the River Thames, and to bring the Parties in like manner before a Justice: The Offender, if unable to produce a person to prove the sale and delivery, or to give a satisfactory account, shall be adjudged guilty of a misdemeanor. The goods so seized are to be deposited with the Churchwardens of the Parish, or in any other convenient place, and if not claimed after due notice, they are to be sold, and the produce divided between the Informer and the Parish.

" Justices are also authorised upon Information, on Oath, of a suspicion of the Concealment of Goods, stolen from Ships or Vessels, in any house or place, to grant a warrant to search; and, if Goods are found, to convey the same with the occupiers of the house before a Justice: The Offenders refusing to give an account to his satisfaction, by what means they were obtained, or to produce, in a reasonable time, the Parties from whom they were purchased, shall be guilty of a misdemeanor.

" The Penalty inflicted by the Act, in all the foregoing cases of misdemeanors, is 40*s.* for the first Offence, and 4*l.* for the Second, and every subsequent Offence, to be levied by Distress and Sale; or, in default of such Distress, the Offender to be imprisoned for the first Offence one Month, for the second two Months, and for every subsequent Offence, till he shall be discharged by the Sessions.

" Pawnbrokers and others are also authorised and required to stop suspected persons offering goods to sale, supposed to be part of the Cargo or Materials of Vessels, and to bring the Parties before a Justice to be dealt with as in the foregoing cases.

" It is by this Act made an Offence punishable by 14 years' Transportation, to buy or receive Goods stolen from Vessels in the River Thames; and with seven years' Transportation, to cut, spoil, or damage any Cordage, Cables, Buoys, Buoy-ropes, or Headfasts, fixed to Anchors or Moorings in the River Thames, with an intent to steal the same; and the like Punishment of seven years' Transportation, is inflicted for obstructing the execution of this Act."

This is the only Statute which at present applies, in a direct manner, to the Depredations committed on the River Thames. The object of the framers of it appears to have been, to attach some punishment to cases where the actual Felony could not be proved, which was generally impossible, previous to the Establishment of the Marine Police.

It seems also to have been conceived at the time, that the chief part of the Delinquency which prevailed, was facilitated in an eminent degree, by persons trading in Bumboats among the Shipping; which suggested the very proper idea of placing this class of people under control, as a necessary measure of Police for the prevention of Crimes.

Whether

Whether the enforcing the penalties of this Act, had the effect to banish this class of River Hawkers from the Pool, or from whatever cause it has proceeded, certain it is, that their number is greatly diminished within the last 20 years, since it appears there are only at present 155 (*x*) upon the Registers, who have received Licences, and these chiefly carry on their traffic among the Shipping in the neighbourhood of Gravesend, where many of them reside, out of the view of those who are authorised to control them.

It is to be lamented that Successors to these Traffickers in Plunder, were soon found in the fraternity of Watermen, who appear to have given at least equal, if not greater, facility in the removal and disposal of Stolen Property; for the evil, instead of being lessened by the diminution of the Bumboats, has been gradually increasing every year. It is evident also, that the detection of Offenders, and the numerous convictions under this Act, (*y*) have been equally inefficacious:—On the contrary, it appears that the provisions of the Act have operated in a manner diametrically opposite to the views of the Legislature, and the zeal and exertions of the Magistrates. For the Culprits on discovering that the penalty in the first instance, and recourse was sel-

(*x*) Vide APPENDIX, No. II.

(*y*) The Bumboat convictions have exceeded 2500 since the Act was put in force, and the penalties and forfeitures could not amount to less than from six to seven thousand pounds.

dom

dom had to the severer penalties, amounted only to 40*s.* and that, previous to the Institution of a River Guard under the Marine Police, even this penalty did not probably attach to *one offence* in *three or four hundred*, they established *a general Subscription Club*, for the purpose of defraying all expences arising from detections, penalties, and forfeitures. This Subscription the profits of their Plunder well enabled them to support: and hence, instead of a check, the Statute was made to operate as a kind of licence, and this mischievous and extensive Confederacy was encouraged to continue its enormous Depredations on Commercial Property without the dread of punishment; for the common fund secured them against all expences in cases of conviction, and indeed against the possibility of suffering any material inconvenience. It is not to be wondered, therefore, that the evil in a very few years extended far and wide.

During this warfare upon Commercial Property, the *Crown* and the *Subject* participated in the loss sustained; while the morals and the industry of the Nation were no less sufferers by the vice and the idleness which these abominable confederacies disseminated; *and which, in the course of the Century, have subjected the Revenue and Commerce of the Country to an aggregate loss, which cannot be estimated at less than Ten Millions Sterling at least.*

Things were in this situation at the close of the year 1797, when an inquiry was instituted with respect

spect to this alarming evil in all its gradations, with a view to the formation of a System of *River Police*, which might stem the torrent of existing mischief, and overcome those difficulties which had heretofore baffled the united efforts of the Merchants; and finally, that by a mild and prudent application of the arm of legal authority, strengthened by a competent civil force, such measures might be adopted as should be effectual in subduing the enemy, and in protecting the Floating Property upon the River Thames, from a continuance of the unexampled Depredations to which it had so long been subject.

This inquiry has developed the scene of iniquity which is now to be detailed, and brought under the review of the Reader; which will serve at once, as an irrefragable proof of the policy and necessity of timely expedients, to prevent that multiplication of Crimes, which are the never-failing attendants of opulence; and as a beacon to the Commercial World against the evils resulting from this source.

After travelling over Volumes of Documents, exhibiting the various devices to which Delinquents had recourse for the purpose of obtaining Plunder on the River Thames, it has been thought expedient to arrange the details respecting this extensive mischief under the following heads:—

I. River Piracy.

This species of Depredation was carried on by the most desperate and depraved class of the fraternity of nautical Vagabonds, aided by Receivers (equally noxious and hostile to the interest of Society) who kept Old Iron and Junk Shops, in places adjacent to the River, ever ready to deposit and to conceal the nocturnal Plunder of these hostile Marauders, who were generally armed and equiped with Boats, either kept or stolen for the particular object they had in view.

It was the practice of these Free-booters, to select dark nights for committing Depredations; having previously reconnoitered the River during the day, for the purpose of marking the particular Ships, Vessels, and Craft, most likely to afford a prolific harvest, either from the nature of the Merchandise, Stores, or Materials, which were accessible, or from the circumstance of their being without the protection of a nightly Watch.

In a Port where, as we have seen, there are seldom less than 1000 Ships and Vessels, lading and discharging valuable Merchandise, and from 200 to 500 Craft, in which a part of this Merchandise is deposited in its transit to or from the Vessels lying in the Pool, it is easy to conceive how daring and audacious those Miscreants would become, unrestrained by any Police, or any hazard of apprehension;

sion; emboldened by the force of their Gangs, and the total want of a River Guard. Well authenticated instances have been adduced of their cutting bags of cotton, and other valuables, from the quarters of Ships on their first arrival; and even of their weighing anchors, and getting clear off with these heavy materials, together with the Cables and every portable article upon the deck of a Ship: One instance in particular occurred a few years ago, where an American and a Guernsey Ship were plundered in this manner, by the actual removal both of Anchors and Cables, ultimately in the view of the Masters of the Vessels, who were alarmed time enough to get upon deck, to learn the fact from the River Pirates themselves; who, as they rowed off, told them that they had got their Anchors and Cables, at the same time wishing them a good morning.

They are no less adroit with respect to Lighters having cargoes on board, wherever they are, either unprotected, or where they are able to bribe or overawe the watch. Their practice has been to cut Lighters with valuable cargoes a-drift, and to follow them until the tide carries them to convenient situations to be pillaged, and then to remove as much of the cargo as their strength, and the opportunities they possess of concealment, will admit. By such means have the ponderous and bulky articles of Tallow and Hemp been plundered to a considerable extent; while the Tackle, Materials, and Stores, of

Vessels, of all dimensions, have suffered severely. Not seldom also have the portable Packages landed from Ships under discharge, as well as Bales, Boxes, and Trunks of merchandise, in their transit to outward-bound vessels, been the object of similar attacks.

Previous to the war, this class of audacious plunderers was very numerous. The impress-service diminished them considerably, but unless the vigour of the present River Police system is continued, and improved by apposite Legislative Powers, and its force considerably increased, they will become extremely formidable on the return of peace, when so many depraved characters will, of course, be discharged from the Navy and Army.

II. Night Plunderers.

This class is chiefly composed of gangs of the most dissolute of the Watermen, who prefer idleness to labour, and indulge in every kind of low extravagance. They are in general exceedingly depraved and audacious, and (like the River Pirates) are all in connection with different Receivers, some of whom are opulent. Being also in the practice of associating with the stationary watchmen upon the Lighters, and of seducing them over to their views, they have had abundant scope for carrying on their nefarious designs. Their depredations are chiefly confined to unprotected Lighters, which are generally pointed out to them by watchmen who are associates in the same

criminal pursuits, and share in the booty. On discovering by this means where plunder is to be obtained, their practice has been to provide themselves with a lug-boat, seized on for the purpose, to proceed to these unprotected Lighters at midnight; and to remove such parts of their cargoes as are accessible and portable: This they convey immediately to the place settled by the Receiver, or criminal purchaser, and there deposit the spoil. One instance of this kind occurred in January 1799; when a gang of these miscreants were detected in the act of lading a lug-boat with Hemp, from a Lighter near St. Catharine's. The Hemp was secured, and one of the culprits at the same time apprehended by the Marine Police Surveyors; this man, becoming afterwards an evidence for the Crown, developed a scene of iniquity which, from its nature and extent, attracted particular notice; especially as the measures which these adepts in this species of River plunder resorted to, appeared not to have been before enrolled in the catalogue of devices practised by such criminals. It turned out on a full investigation, that five boat loads of Hemp, averaging about 15 cwt. each, had been stolen in the course of a few weeks, and conveyed through London Bridge to Ranelagh Creek; two of which were sold to a twine spinner in that neighbourhood. Three of the five boat loads, were carted down in the day time openly to the warehouse of a Receiver in the City; while the other two, were conveyed up to a wharf near the premises of the same

same Receiver, and delivered by the thieves themselves, with every appearance of its being a fair transaction, and without any suspicion being excited to the contrary; although the goods were actually stolen the night before.

The mode, however, which is practised in conveying these articles, differs according to the nature of the Goods which are stolen. While in some cases delinquents are less liable to detection, from the great extent of the Metropolis, in removing their plunder to the repositories of the Receiver in open day; so in others, where articles are subject to seizure by Officers of the Revenue, a nocturnal expedition is planned. The fraudulent purchaser is apprised of the design. He remains up during the night, with open doors, ready to receive his associates in criminalty. The Watchmen in the tract through which they are to pass, being generally his neighbours, or perhaps under his immediate influence and controul, are seduced by a small gratuity to allow the smuggling transaction to pass unnoticed, and the plunder is, by this mean, secured in its transit, and is speedily out of the reach of danger.

In the month of October, 1798, a Lighter was robbed of five casks of American Ashes, of the value of £.50 and upwards, which were carried at midnight in bags to the house of an opulent Receiver, who sat up two different nights to receive the booty. He remunerated the thieves, by paying them about a quarter of the value, besides regaling them with

with a supper and liquor. The watchman received half a crown for his civility in taking no notice of the transaction.

In addition, however, to the plunder of the Lighters, there has for a considerable time existed a most extensive and alarming system of depredation upon the cargoes of outward-bound ships, in various ways, by this class of River Thieves. Here the amount of the plunder is by no means the most serious evil; for in addition to the loss of property, which the ship-masters are always obliged to make good, they frequently, at the same time, have an undeserved stigma fixed upon their character, productive of consequences the most calamitous to themselves and families, as they are unjustly divested of the trust reposed in them, and thereby deprived of the very means of subsistence.

Not long since, a Boat with two trunks of printed Muslins of considerable value, was overtaken and seized about midnight, together with two of these nightly plunderers, by the Marine Police Surveyors. On examination before the Magistrates, it appeared, that one of the culprits had entered as a mariner for the voyage on board the vessel, merely for the purpose of affording him the means of plundering the cargo while in the progress of stowage. With this evil intention in his mind, he placed the two trunks in question in an accessible situation, close to the forescuttle, the key of which (for it was always locked in the night) he took on shore during the day to the Receiver,

Receiver, who had agreed to purchase the booty when procured. The Receiver got a similar key made; the original being returned to the place where it usually hung in the binacle, early in the afternoon, to prevent suspicion. A little before midnight, the two thieves went on board, opened the scuttle-hatch, with the key which the Receiver had procured to be made, and the two trunks being placed in a situation to be handed up at once, they were removed into the boat without discovery; and the property would probably have never been heard of, had there not at the time been a vigilant guard upon the river.

One of the prisoners made a candid confession, and stated various other robberies which had been committed by similar devices. In the course of his examination, he mentioned a particular ship, from which he and others had taken property to a considerable amount. A gentleman present at the time, immediately mentioned that he perfectly recollected the circumstance, and the unhappy consequences attending the robbery; for the unfortunate master, who now appeared to have been perfectly innocent, lost both his situation and his character.

When great evils are suffered to accumulate, and culprits allowed to proceed in their mischievous courses with impunity, they at length become so adroit, so hardened, and so audacious as to stop at nothing; and hence it has followed, that this last specified mode of plunder, had like that upon homeward-bound cargoes, become a much more serious evil than has

has been generally conceived; for the actual felony could rarely be discovered, and indeed, was seldom or ever suspected, until the ship discharged her cargo at a distant port. Deficiencies of this nature, which frequently were imputed to inaccuracies and *mistakes* in shipping the cargo, were, in fact, the result of deliberate acts of villainy, committed under circumstances where no clue to a discovery could be found, and where the Owners or Shipmasters were saddled with the ultimate loss.

Encouraged in this manner by the security against detection, and the resource for plunder, which was afforded by the transit of perhaps not less than two millions of packages, composing outward-bound cargoes in the course of a year; it is certain that this species of depredation has, for a length of time, been gradually increasing; and the River plunderers, perhaps from the extent and value of the booty which is obtained, appear, of late years, to have preferred this mode of robbery; particularly since the establishment of the River Police, which has, in so great a degree, destroyed the system of pillage which prevailed in the homeward-bound West-India cargoes.

Indeed, when the state of morals among the various classes of individuals employed upon the River is considered, it ceases to be a matter of wonder, that men, who may be said to have been regularly trained to acts of delinquency, whose expensive mode of living, in consequence of depraved habits, increases their wants, and who are no longer restrained

strained by any sense of the turpitude or injustice of the action, should be driven from one criminal conspiracy to another, to secure a continuance of their nocturnal depredations.

III. Night Plunderers, denominated Light-Horsemen.

Among the various classes of depredators on the West-India Trade in the Port of London, those denominated *Light Horsemen* seem to have been by far the most pernicious, inasmuch as the pillage they obtained, by the variety of their artful practices, was generally extensive and valuable.

The Receivers who resided in the vicinity of the River, on both sides, were the chief leaders in this peculiar system of plunder; and it was always carried on by the connivance of the Mate and Revenue Officers, in consequence of a preconcerted plan, and agreement to pay them a certain sum of money, for the liberty of opening and removing from such casks and packages, as were accessible, as much Sugar, Coffee, and other articles, as could be conveyed away in four or five hours during the dead of night.—For such a Licence to plunder, from 20 to 30 guineas per night were usually paid to the Mate and Revenue Officers, who generally went to bed, while the mischief was going forward, that they might not see it.

These infamous proceedings were carried on according to a regular system.—The gangs, denominated

nated *Light Horsemen*, were generally composed of one or more Receivers, together with Coopers, Watermen, and Lumpers, who were all necessary in their different occupations, to the accomplishment of these iniquitous designs.—They went on board completely prepared with *Iron Crows*, *Adzes*, and other utensils, to open and again head-up the casks—with shovels to take out the Sugar, and a number of Bags made to contain 100 lb. each.—These Bags were denominated *Black Strap*; having been previously dyed black, to prevent their being seen in the night, when stowed in the bottom of a wherry.

The different members of the Gang had each a peculiar province assigned.—The Receivers generally furnished the money necessary to bribe the Officers and Mate in the first instance, and also provided the *Black Strap*. The Watermen procured as many boats as were wanted. The Lumpers unstowed the casks in the hold. The Coopers took out the heads, and all hands afterwards assisted in filling the bags, dispatching one boat after another to an appointed place, and making the best use of the infamous licence they had purchased, in removing as large a quantity of property as could be carried off by the utmost exertions of excessive labour; which seldom amounted to less than the value of from 150*l.* to 200*l.* a night. It has been stated upon oath, in the course of Judicial proceedings, that in the progress of the delivery of a Ship, from 10 to 15 Tons of Sugar have been removed by these nocturnal expeditions,

ditions, exclusive of what was obtained by the Lumpers during the day, which was always excessive and uncontrolled wherever Night Plunder had taken place. This indulgence was generally insisted on and granted to Lumpers, to prevent their making discoveries of what they called, the *Drum Hogsheads*, which they found in the hold on going to work in the morning; by which is understood, Hogsheads from which from one-sixth to one-fourth of the contents had been taken out the night preceding.

It was ascertained by evidence at the Old Bailey and the Assizes, that from three Ships discharged in 1797, a quantity of Sugars, equal to the usual weight of 30 hhds. was thus removed in the night, besides excessive daily pillage; by the whole of which a loss was sustained of nearly three thousand pounds to the Planters and the Revenue.

By such iniquitous practices one Sugar-house near the scene of action was wholly supplied, and another in part.—The proprietors were said to be the chief leaders of the gangs, and it was through the medium of Revenue officers, with whom they had been long in habits of criminal intimacy, that Mates, not formerly initiated in this species of villainy, were seduced.

This dreadful system of Nightly Robbery was not confined to Sugar alone. Wherever Coffee made a part of the cargo, the plunder of that article, from its being more accessible, was always enormous.

Rum also was pillaged in considerable quantities.—

This

This was obtained by means of a regular system, immediately applicable to the nature of the article.—*Skins* and *large Bladders*, *with wooden nozles*, were secretly conveyed on board.—A Bribe was given, as in the case of Sugar and Coffee, to the Mate and Revenue Officers for a Licence to draw off a certain quantity from each cask, for which purpose a pump, usually denominated a *Jigger*, was previously provided, and also *tin tubes* calculated to render the booty accessible in every situation.—By such devices the Skins and Bladders were filled, and large quantities removed to the Houses of the Receivers during the night. All the Ships thus circumstanced, were denominated *Game Ships*.—It is not possible to ascertain what proportion, in a Fleet of 370 or 400 Sail might be in this unfortunate predicament.—The information of persons who had access to know much of what was going forward, state it at *one-fourth*; while others do not suppose that this species of systematic depredation could extend to more than *one-fifth*.—Certain however it is, that the Plunder through this medium was excessive, and went to an extent in Sugar, Coffee, Rum, Pimento, Ginger, and other articles, which exceeds all credibility.

IV. Heavy-Horsemen, or Day Plunderers.

Under the description of *Heavy Horse*, is comprised that class of labourers called Lumpers, who are chiefly employed in the lading and discharging of Ships and Vessels in the River Thames.—They consist of a body of about seven hundred men, who, from long habit, have acquired both a knowledge of the means of committing depredations on Commercial Property, and the inclination, wherever opportunities offer, of reducing it to practice.—To this phalanx of delinquents may be added about seven hundred more, who are also occasionally employed in the same line, when the Port is crowded with Ships, and are generally well disposed to follow the example of the more regular Lumpers in acts of pillage and depredation; though they have seldom shared to the same extent in the Plunder which has been obtained.—Those who became the greatest adepts in the art of spoliation, and resorted to peculiar devices for the purpose of extending their resource for booty, were distinguished from the general mass, by the appellation of *Heavy Horse*.—These never failed to provide themselves with habiliments, suited to the purpose of secreting and removing whatever they could pilfer and steal of the Ship's cargo during the discharge.—Many of them were provided with an under dress, denominated a *Jemmey*, with pockets before and behind: also with long narrow bags or pouches, which, when

filled, were lashed to their legs and thighs, and concealed under wide trowsers.—By these means they were enabled to carry off Sugars, Coffee, Cocoa, Ginger, Pimento, and every other article which could be obtained by pillage, in considerable quantities.—And as the mistaken parsimony of Ship Owners and Ship Masters, in not victualling these Lumpers on board, furnished them with an excuse to go on shore, in many instances, three times a day, they generally endeavoured to be completely laden each time; more especially in cases where Night Plunder took place, for then (as has already been observed,) they had an unrestrained Licence to Plunder *ad libitum*; and under such circumstances, in the cant language of these miscreants, the Ship was denominated *Game*: and the Contracting Lumper had their labour without pay, by which means he pocketed the whole of the money received for delivering the cargo.—Indeed, it has been clearly established by the testimony of not a few of the parties themselves, that when Ships were known (from the character of the Mate and Officers, a fact easily ascertained by their connection and intercourse with Receivers,) to be *Game*, interest was made with the Contracting Lumper to be admitted to work on board without any pay, trusting to the chance of Plunder for remuneration; which often enabled the criminal labourers to divide from one to three guineas a-piece every night; while the class of irregular Lumpers, who were not in the same confederacy,

federacy, might share about half as much.—In such cases, the evil example which universally prevailed, contaminated the whole mass, and *Coopers*, *Revenue Officers*, and the Ship's Crew, all participated in the spoil, while the injured Proprietors were all the while unconscious of the losses they suffered.

Volumes of evidence, upon oath, could be adduced of the shocking lengths to which this pillage extended, and the wide range it embraced; but as the detail would be too tedious, it may be only necessary to mention that it has been ascertained by the voluntary confession of one of the principal leaders, that out of ten Ships discharged in the River Thames, in the Autumn of 1797, the Sugar alone stolen by a particular Gang, although sold near fifty per cent. under its real value, produced no less than 3972*l.*

The plunder thus obtained was not, like the nightly depredations, confined to a particular class of ships. It extended in a greater or less degree to every ship, without exception, from the West-Indies. Where extreme vigilance was exercised by the Ship-master or Mate, the loss was of course greatly diminished. Where no extraordinary attention prevailed, which was generally the case with the major part of the Ships, the pillage was always *considerable*, while in the *Game-ships* it was *excessive*. This state of the case does not rest on vague information. It is confirmed by the evidence of those who were in a situation, for a great length of time, to witness the

the whole of the iniquitous practices which prevailed in the discharge of the Fleets from the West-Indies.(*a*)

The Lumpers however, do not appear to be the only class of delinquents who have profited by the system of depredations which has been explained, since no inconsiderable portion of the pillage fell to the share of

V. Journeymen Coopers.

The labour of this class of Mechanics being necessary to repair casks and packages, which have suffered injury in the stowage; about four hundred are supposed to be employed in different vessels under discharge, when the Port is crowded. A large proportion of these men were accustomed to convey on shore considerable quantities of *Sugar*, *Coffee*, and other articles, on leaving West-India ships after they quitted work in the evening; and they have been even known to break hogsheads wilfully to obtain plunder, when it was not accessible from the general bad condition of the cargo. It has also been understood, that they were even permitted to take greater liberties than the Lumpers, and to pillage larger quantities, as they were seldom challenged or restrained, while on some occasions it was customary to check the rapacity of the Lumpers.(*b*)

(*a*) For the classes and number of these Labourers, denominated Lumpers, and the probable proportion of the corrupt to the honest see *post* Chapter IV. (Div. 4.)

(*b*) For the probable number of this class who may be considered as Delinquents see *post* Chapter IV. (Div. 6.)

VI. Watermen.

In all large Societies, more especially among the lower ranks of mankind, there is generally a certain proportion of *impure morals* and *loose conduct*.—Experience has shown in a great many instances, that not a few of the Watermen who seek their living on the River Thames are of this description.(*c*)

Wherever they assist in Smuggling transactions, it is well known that the payment they receive is far beyond what is obtained for ordinary labour.—The same is the case with respect to articles pilfered, where they are not themselves immediately concerned.—Whether prompted by idleness, prodigality or avarice, a certain class, who are denominated *Game Watermen*, prefer this species of employment to all others.—Their system has been to begin by offering their services as soon as a Ship arrives, to Smuggle the private adventures of the Officers and Crew.—An acquaintance by this means takes place, and hints are given that they will afford equal facilities in conveying on shore, and also in finding purchasers for, any part of the cargo that can be obtained.—Thus encouraged, the Crews of the vessels are induced to follow the evil examples before them, in adding to the number of the Plunderers.—And where Watermen become their agents, these latter generally enjoy a full moiety of the profit.

(*c*) For an estimate of their numbers see *post* Chap. IV. (Div. 7.)

In

In all West-India Ships, where Plunder was likely to be obtained, several of this class were accustomed to assemble with their boats round the Bows and Quarters, ready to receive bags and parcels of stolen articles, with which, in consequence of a preconcerted plan, they immediately rowed on shore and secured the booty.—In every instance where they were not themselves the actual thieves, they were able and alert auxiliaries; and in a course of years previous to the establishment of the Marine Police, obtained very large sums by the assistance they thus afforded to every class of Depredators on the River.

A Ship-Master who had been a stranger in the River, finding himself beset by a gang of audacious Lumpers, who insisted on carrying away Plunder in spite of all his exertions to prevent it, while he was engaged upon deck in searching these miscreants, a barrel of Sugar (his private property) which stood in the cabin, was in the course of a few minutes, emptied and removed in bags through the cabin windows, under which a Waterman with his boat lay to receive it, and got clear off without discovery, to the surprize of the Captain when he returned to his cabin.

In the various ramifications of this extensive and nefarious system, the next in order of the criminal auxiliaries were a class of low and miserable beings, who are accustomed to Grub in the River at low water for old Ropes, Metals and Coals; and from

that circumstance generally were known by the appellation of

VII. Mud-larks.

In all cases where any West India or other Vessel under discharge was known to afford a resource for Pillage, and was from that circumstance denominated a *Game Ship*, these Grubbers were accustomed to prowl about in the Mud under her Bow and Quarters, for the purpose of receiving from the Lumpers, and others who were employed in the delivery, bags and handkerchiefs of Sugar, Coffee, and other articles, which they conveyed to the houses and shops of the Receivers, according to the plan which had been preconcerted by the confederates in this general conspiracy.—And as the receptacles for the Plunder, conveyed in this manner, were seldom at any great distance from the River, they were enabled to make many trips in the course of a tide.—It has been also a practice with these Mud-larks to prowl about in the vicinity of the Dock Gates, under pretence of Grubbing for Nails; but the principal object is to receive sheets of Copper, and Copper Nails, which are thrown to them by artificers and labourers on the stages, with whom they divide the booty.

VIII. Rat-

VIII. Rat-Catchers.

The ingenuity of men, devoid of the principles of moral rectitude, is ever fertile in devising the means of acquiring support by criminal expedients.—Among the various classes of delinquents, who have contributed to the removal of Plunder from Ships and Vessels in the River Thames, are to be included a set of individuals who pretend to follow the profession of *Rat-Catchers*.—Many ships being infested with rats—recourse is had to persons who pretend to have a knowledge of the means of destroying them.—They are permitted with this view to go on board in the night to set their traps, and afterwards to visit them at such hours as they choose to prescribe to themselves.—In this situation they become useful auxiliaries to Lumpers and others, who have concealed Plunder in the hold, until a convenient opportunity occurs for removing it, which they generally are enabled to accomplish without suspicion.—It has been said that in some instances, they not only commit depredations themselves, but for the purpose of getting access to different ships, and to increase the demand for their *professional labours*, they have even been accustomed to convey the Rats alive from one ship to another, as a means of receiving payment for catching the same animals three or four times over.

Such were the various devices which had been resorted to, for the purpose of obtaining and conveying

ing away the Plunder from Ships and Vessels, under discharge, in the River Thames.—This system however, extensive as it appears to have been, did not comprise the whole of the mischief; since it is known that the Cargo was no sooner removed into the Lighters, than it became a prey to a new class of River Plunderers, generally denominated

IX. Game Lightermen.

This class of aquatic labourers are stiled *Journeymen.*—They comprise a very large body of men, part of whom, it is to be hoped, are not of the criminal fraternity.(*d*)

In addition to the Pillage which these Journeymen Lightermen were accustomed to obtain in the Lighters, in their passage from the Ships to the Quays, and afterwards while they lay for their turn to discharge, they were in the habit of acting as auxiliaries to the Mates, Lumpers, and others, by concealing in their Lockers, *Sugar, Coffee, and other articles,* comprising part of the general Pillage, which they conveyed on shore, in consequence of a previous agreement to receive a certain share of the booty.—The capacity of the Lockers, which are generally about five feet long, and from three to four feet wide,

(*d*) The whole probable amount of their number, and the proportion of Delinquents among them is more fully stated in the 8th Division of the 4th Chapter.

and

and calculated to hold considerable quantities of goods, not only enables these Lightermen to remove bulky and valuable articles, whether stolen or smuggled, but also to conceal them instantly from public view; by which means whole bags of *Coffee*, *Ginger*, *Pimento*, and other articles, including large quantities of *Sugar*, have been frequently conveyed unnoticed from West-India Ships. The stolen property which was thus concealed and locked up, generally remained until the Lighter was discharged of her Cargo, and afterwards until removed to the usual station for empty Craft, off the Custom-house Quay. Suspicion being then at rest, means were found by the assistance of Skiffs to land the Goods, and convey them to the houses of the Receivers.

A respectable Officer of the Customs confirmed what is thus stated to have been the practice. In 1795, he seized 109lb. of Sugar and a bag of Coffee, in the act of being removed from a Lighter by means of a Skiff.—In the same year he seized another bag of Coffee in a similar situation, weighing 78 lb. and a bag of Sugar, weighing 58 lb.

In addition however, to these Partnership Concerns, the Game Lightermen traded to a considerable extent on their own account, and seldom failed to avail themselves of every opportunity that offered, whereby they could abstract a part of the Cargo under their charge; for which purpose they resorted to those various devices in which the minds of men, in

in a course of Criminal Turpitude, are but too fertile.

Among other contrivances when the Cargo in trust, and other circumstances (such as a good understanding with the Revenue Officer) offer a resource for Plunder, measures are taken for the purpose of losing the tide, that time may be given to effect the object in view. The Lighter is removed to a convenient situation. Casks and packages are opened, and a Skiff attends for the purpose of conveying on shore, in the night, the Plunder which is obtained.

A Lighter having taken on board a cargo of Oil from a Vessel, which had arrived from the British Colonies in America, the Lightermen who had her in charge, wilfully contrived to lose the tide in her way up the River. Having thus obtained time for the nefarious design which they had meditated, they employed it in turning all the Casks with the bungs downwards, with a view to profit by the Leakage which should run into the hold of the Lighter, and under the Cieling. Fortunately the Proprietor, who had suffered much by unaccountable deficiencies on former occasions, was upon his guard.—He attended upon the Quay, while the Lighter was discharged, and his suspicion being excited by the Casks appearing to have been removed from their original position, and discovering a deficiency, his attention was directed to the hold of the Lighter, where perceiving a vast leakage of Oil, he ordered a part of the Cieling to be taken up, and filled no less than 15 Casks with

with the Oil which had thus been purposely abstracted. The Lightermen had the effrontery to claim it as their perquisite, and seemed highly offended at being deprived of it. This discovery however, clearly explained by what means he had been plundered on former occasions.(*e*)

When Sugars, Coffee, Pimento, and Ginger are thus circumstanced, not a few of the Casks and Packages are reduced considerably in their contents before they reach the Quay, where they are to be discharged.—Of this species of Pillage many instances have occurred, and it has generally been felt as a very serious evil :—not confined to the West-India Trade alone, but *pervading the whole Commerce of the River :*—even Staves and Timber of different kinds have been purloined in this manner.

A case occurred about four years ago, where a quantity of American Staves were stolen from the Cargo of the Lighter, concealed in one of those Lockers, and afterwards disposed of clandestinely at an under price. Logwood and Fustic, and all Dye-woods, have been generally subject to excessive Plunder, both in the Lighters and on the Wharfs, from the ease with which they can be removed. It is not uncommon to throw Logwood and Fustic over board, for the purpose of picking it up when the tide ebbs.

The truth in fact, is, that nothing escapes the

(*e*) See Treatise on the Police of the Metropolis.

rapacious

rapacious grasp of these aquatic Carriers; and their ingenuity has ever been on the stretch to devise the means of converting *Pillage* into *Perquisites*.

In spite of the greatest attention on the part of the Master Lightermen, who are generally very respectable, it has been found impossible to control their Journeymen, or to keep them within the bounds of honesty.

While their Lighters are at the Quays, instances have occurred, where the Journeymen have entered into a conspiracy with the Watchman (who, on many occasions, in the throng of the Season, is said to be a man of their own appointment) to plunder their own Lighters for several nights successively, which is the more easily effected, as pretences can never be wanting to go on board at all hours of the night, without exciting the least suspicion, inasmuch as these men belong to the Lighter, and are supposed to be on board for a useful purpose, to watch the tides, when, in point of fact, these visits are actually to commit Depredations.

Having thus traced Commercial Property through all its stages of danger, while moving in transit on the River Thames, it remains now to follow it to the Landing Place: Here it is discovered to be again assailed by an assemblage of banditti who pass by the name of

X. SCUFFLE-

X. Scuffle-hunters.

These are literally composed of that lowest class of the community, who are vulgarly denominated the *Tag-Rag* and *Bobtail.*(*f*)

When Goods are shipping or landing upon the Quays, they are ever ready to offer their assistance to work as porters by the day or the hour, and they generally come prepared with long aprons, not so much as a convenient habiliment to enable them the better to perform their labour, as to furnish them with the means of suddenly concealing what they pilfer, with which, when obtained, they generally disappear. The number of these Miscreants, who are annually punished by the Lord-Mayor, for pillage upon the Quays, sufficiently demonstrates the extent of the evil; especially when it is recollected, that previous to the Establishment of the Quay Guards by the Marine Police, and during the total want of a competent force upon the Wharfs, not one in fifty who committed acts of Delinquency was punished. The fact is, that the pillage they committed on the Quays was *excessive*, and it will cease to be a matter of wonder, since the general answer of most Vagabonds, to the interrogatory of Magistrates as to their means of subsistance is, that they *work at the water-side.*

(*f*) Their numbers are estimated in Chap. IV. (Div. 11.)

It

It is to be lamented, that in developing this wide extended System of Pillage, the Delinquency which attaches to Commercial Property, must be still farther followed, even to

The Warehouses.

In these receptacles it might reasonably have been expected, that the danger would have ceased. But here too the evil appears to be equally prominent, and the effect it produces, even more severe, as it applies to Commercial Property; since the loss not only comprises the original value of the Property purloined, but also the Revenue of the Crown, either paid or secured, upon all Merchandise thus deposited.

If the universal admission of all persons engaged in the Trade of the River Thames, as to the deficiencies which are uniformly experienced, far beyond what can arise from natural waste or shrinkage, should not be considered as a sufficient proof of the evil practices which prevail in the Warehouses, recourse might be had to the evidence given before the Committee of the House of Commons, and to the Records of the Courts of Criminal Justice, as an indisputable confirmation of the existence of the evil to a very great extent.

In addition to the evidence which these Documents furnish, specific details have been given upon oath, by persons who have long worked as Labourers in the different Warehouses, which tend in a very eminent

eminent degree to develope the cause of the uniform deficiencies which are discovered, particularly in the article of Sugar.

These details state, that the Plunder in the Warehouses is carried on to a very great extent, and that the chief instruments are the Journeymen Coopers, and, in some instances, the Gangsmen: That as often as these Coopers attend for the purpose of drawing Samples, they are followed by a person who is called a Sweeper, whose duty it is to sweep the sugar from the top of each hogshead, from which samples have been drawn: Each sample generally consists of four or five pounds of Sugar, which is carried off by the Journeyman, supposed to the house of his Master,(*n*) while nearly an equal quantity generally remains on the head of each hogshead, from which samples have been drawn: this is swept into a basket, and when full conveyed to a general Receiving Hogshead, called *a Devil,* which is placed for that purpose in one corner of the Warehouse, and to which every hogshead or cask deposited in the

(*n*) By the 13th Regulation of the West India Merchants, at a General Meeting, held on the 27th of April 1790, it is recommended, that sugars be drawn only once, *and then for Lotting;* and that the quantity *then taken* be only one pound and a half, in order to furnish two Lotting Samples.—One for the Seller and one for Buyer. By the 15th article, the Wharfingers are desired to inspect the samples occasionally, and to stop all Coopers conveying away Samples, exceeding the weight which is thus allowed, or the number contained in the order for that purpose.

Ware-

Warehouse is said to contribute more or less—When full, this Devil-Hogshead is removed to the Purchaser, and replaced by another.—There is said to be generally one, and sometimes two of these Receiving Hogsheads in each Warehouse.—If it be discovered, that any one or more Hogsheads weigh one quarter or half an hundred above the landing weight, the overplus is taken out and deposited in the Devil Hogshead. It is asserted to be the practice of the Labourers who work under the Gangsmen, to draw from four to ten pounds of sugar, from as many hogsheads as are accessible, taking care to attend to the moist or dry state of the sugar, so as not to occasion a deficiency, for which the Wharfinger can be rendered accountable. By these various Systems of Pillage, a great aggregate loss is sustained by the West-India Planters and Merchants; which, including the Plunder of the inferior Labourers and Scuffle-hunters, who are occasionally employed in these Warehouses, has been estimated to average, exclusive of *the pound and a half allowed for two samples,* to sixteen pound weight a hogshead, which upon a medium importation of 130,000 hogsheads of sugar, at the present price of sugars, would amount *to about seventy thousand pounds sterling a year!* and this, independent of the Pillage on other articles of the growth and produce of the West India Islands.

According to the evidence of a respectable Revenue Officer, the Plunder of the Warehouses by Journeymen

Journeymen Coopers, under the pretence of taking samples, is very enormous. He has traced them frequently to the shops of known Receivers, particularly a noted one in St. Mary's Hill, but has been discouraged from following up these detections, from the circumstance of his having found upon one occasion, when directed by the Board of Customs to prosecute a Journeyman Cooper, that he was protected by his Master.

There are several Public Houses in the neighbourhood of Thames-street, to which the Journeymen Coopers resort with their Boards of Sugar.—In these receptacles a kind of market is held, where the small Grocers attend, and by means of fictitious Bills of Parcels cover the stolen Property to their respective houses. A vast deal of Sugar plundered in the Warehouses, and also double samples of Rum are sold in these houses.—The parties who form this criminal confederacy, are said to be great adepts in eluding Justice.—They have established a principle with regard to judicial oaths, affecting the security or tending to the acquittal of their companions in iniquity.—Oaths by which Public Justice may be defeated are called, *Non-compulsive Oaths*, which, although false, are not considered to be of a criminal nature.

It may, perhaps, be pleaded in behalf of some of those who benefit by this enormous pillage, that a considerable proportion, has been sanctioned by cus-

tom, or assumed the feature of a perquisite from the circumstance of the Commercial Body passing it over in silence, and suffering such things to exist: But when to this is opposed the Regulations of the 27th of April 1790, and the subsequent exertions of the Committee of Merchants, it is impossible to consider it in any other light than that of *a bold and audacious System of Plunder* (*o*)—not to be vindicated or defended upon any ground of right, and contrary to every principle of morality and justice.(*p*)

Having thus developed the multiplied practices of the different classes of Criminals, whereby Commercial Property in the Port of London, has been a prey to regular and systematic Depredation; it naturally becomes a subject of interesting inquiry, in what manner and to what extent each distinct branch

(*o*) The 16th Article of the Regulations of the 27th of April 1790, prohibits the allowance of Sweepings or Molasses to the Gangsmen.—Also, Tubs or other receptacles for Sugar or Molasses in the Warehouses, except by order of the Wharfingers, who are desired to take all Sweepings and Molasses under their care, and to sell the same to defray the expence of keeping the Warehouses clean.—This clearly demonstrates, that no perquisite is allowed to any person whatsoever. From what source therefore, do the Emoluments of the Gangsmen arise?—They are said to receive several hundred pounds a year, and yet their wages are only 16*s.* or 18*s.* per week.

(*p*) For further information as to the number of Labourers in the Warehouses, and the proportion of Criminals among them, the Reader is referred to Chap. IV. (Div. 12.)

of

of Trade and Navigation carried on, to and from the Port of London, has been affected by these noxious and destructive Confederacies. The details however, which relate to this part of the Work, being numerous and extensive, they will form the subject of the succeeding Chapter.

CHAP. III.

A detailed account of the different Branches of Trade, which suffer by Depredations on the River Thames.—Depredations committed on the Property of Ship Owners, and the Proprietors of Craft and Boats in the River Thames:—On Merchandise imported and exported by the East-India Company:—On the Importations and Exportations of the West-India Merchants:—On the Trade to and from the British Colonies in North America:—On the Trade to and from Africa, and the Cape of Good Hope:—On the Northern and Southern Fisheries:—On the Trade to and from the United States of America:—On the Trade to and from the Mediterranean and Turkey:—On the Trade to and from Spain and the Canaries:—On the Trade to and from France and the Austrian Netherlands:—On the Trade to and from Portugal and Madeira:—On the Trade to and from Holland, Germany, Prussia, Poland, Sweden, Denmark and Norway, and Russia:—On the Trade to and from Guernsey, Jersey, &c.—On the Trade to and from Ireland:—On the Coasting and Coal Trade:—On Prize-Ships:—On the Public Stores in the River Thames and Medway.—A general recapitulated View of the estimated Depredations on Commercial Property.—Concluding Reflections.

ALTHOUGH

Although it has already appeared, that certain particular branches of trade have been more objects of Plunder than others, yet it will be rendered evident from the details with are now to be given, that the monstrous System of Depredation, which has already been opened to the view of the Reader, pervaded the *whole Shipping and Commerce of the River Thames.*

In pursuing this inquiry, according to the plan laid down *of considering each subject separately*, it may be proper to begin with a General View of the

Depredations committed on the Property of Ship Owners in the River Thames.

In a trading Port, already shewn to be the first in the known world, from the circumstance of between thirteen and fourteen thousand Vessels arriving and departing in the course of a year, besides nearly seven thousand Stationary Craft and Boats of various descriptions, having Tackle, Apparel, and Stores constantly exposed to the Depredations of the hordes of Delinquents who infest the River Thames; it must cease to be a matter of wonder, that Ship-Owners have suffered in common with the Proprietors of Merchandise, in consequence of the general System of Pillage which prevailed.

To men thus trained in the habits of iniquity, and disciplined in acts of Criminal Warfare, it may naturally be supposed that the Stores and Apparel of Ships, which are equally as accessible as Commercial Property, should be objects of attention; and the truth is, that the Depredations in this line have for many years been great beyond calculation.

The number of Junk and Store Shops in the vicinity of the River, have tended, in no small degree, to the encouragement of this species of Plunder, from the facilities afforded to Thieves upon the River, by the ready market which is thus established for every thing that is purloined or stolen.

The registers of the convictions under the Bumboat Act (the 2d of his present Majesty,) sufficiently demonstrate the extent of this evil, in consequence of the detection of so many offenders with Cordage, Stores, and Provisions, taken from Ships and Vessels in the River Thames, and the preamble of that Act sufficiently elucidates the anxiety of Ship-Owners,(p) to remedy an evil which was felt to be enormous so early as the year 1762.

Since that period, and notwithstanding the efforts which have been used for the last twenty years, to

(p) An eminent Ship-Owner candidly acknowledged, at a late public meeting, to consider of the best means of extending the protecting influence of the Marine Police over the whole Trade of the River, that if it had not been for the terror excited by that Institution, and by the Perambulating Boats, during the night, that scarce an Anchor or Cable belonging to his Vessels would have been preserved.

carry

carry this Act into execution, it is believed to be a fact generally admitted, that, previous to 1798, the evil had been progressively increasing every year, and that if a true estimate could be formed of the extent of the annual loss to Ship-Owners, it would be found to exceed all credibility.(r) On a supposition that the pillage of *Tackle*, *Apparel*, *Stores* and *Provisions*, in the course of one voyage, averages only 3l. a Ship, and that the pillage of the Owner's property, in Craft and Boats, in the course of a whole year, does not amount to more than 15s. the aggregate will be found to exceed *Forty-five Thousand Pounds a year*. It is not however, meant from this to insinuate, that each Vessel losses to this amount, since it is known, that while some Ships, from superior vigilance, and from peculiar circumstances, escape unhurt, others are plundered to an enormous extent. It is not in the nature of things, in so crowded a Port, and where, at all times, from 1000 to 1400 Ships and Vessels, besides about 7000 stationary Craft and Boats are collected together, under the eyes of so many delinquents, constantly moving in different directions, that depredations should not be committed, while no River Police existed to restrain them. But besides the more bulky and ponderous Materials, consisting of Cordage and large Iron Work, purloined by River Pirates and others in the night, the more portable articles of Metalic Stores, such as *Copper*, *Brass*, *Lead*, and Utensils of every description, have been an object of

(r) Vide General View of the Trade, p. 23.

attention

attention to Lumpers and others, who must necessarily be admitted on board of Ships for laborious purposes.

Vessels lying ungarded, after the delivery of their Cargoes, have often had the Running Rigging cut away, and the whole articles upon Deck, that were moveable, swept off in the course of a night.

The same system of pillage not only extends to Lighters, Barges, Punts, and smaller Craft, but even to the Wherries of the Watermen, from whence it is no uncommon thing to steal *Tilts*, *Oars*, *Sculls*, *Benches* and *Backboards*.

Nor are Ships, undergoing repairs in Docks, exempted from this universal system of depredation, particularly in cases where the operation of sheathing with Copper is going forward. This valuable article, consisting of light Sheets and Copper Nails, both equally portable, furnishes a prolific harvest for those who have been long in the habit of making Plunder a trade, and who seldom fail, on such occasions, to acquire a considerable booty. In consequence of the detection of a person, who was afterwards convicted, for stealing sheet Copper from a private Dock-yard, at Wapping, application was made to the Magistrates of the Marine Police, requesting that a sworn Officer, properly instructed, and armed with the authority of the Laws, might be appointed to guard a West-India Ship, during the operation of sheathing her with Copper. The same number of Sheets and quantity of Nails were ordered, which had been found

found necessary, and which had been exhausted, when the same Ship had been sheathed on a former occasion, namely 1600 Sheets of Copper, and ten Bags of Nails. The Police Officer acted with great vigilance, and attended minutely to his instructions, which certainly prevented the pillage, which must have taken place upon the former occasion, since a surplus appeared after the Ship was completely sheathed, of

	£.	s.	d.
113 Sheets of Copper, weighing 896 lb. at 14d.	52	5	4
3 Bags of Nails . . 336 lb. at 14d.	19	12	0
Saved	71	17	4

And thus, by the precaution of calling for the assistance, and protection of the Police, and thereby defeating the designs of these who are constantly on the watch to obtain Plunder, a considerable Property was saved.

The Owners of Ships and Vessels fitting out for Voyages, also suffer considerably on many occasions in the transit of their Stores and Apparel; and the pillage is often not discovered until the articles are wanted. The same system of Depredation is extended, even in a greater degree, to dismantled Ships, particularly *Prize Vessels*, which are always marked out as objects of plunder, under the idea that they are *fair game*, that there exists no means of detection; and, indeed, experience has shewn, that nothing but a well-regulated River Police, composed of a sufficient Civil force

force to overawe delinquents, and to pervade the whole range of the Port, where Ships and Vessels are expossed to danger, can ever be effectual, in protecting the Owners of this species of property from the extensive and reiterated losses, to which they have been heretofore subjected.

DEPREDATIONS

ON THE

EAST-INDIA TRADE,

TO AND FROM THE PORT OF LONDON.

Notwithstanding the generally received opinion, that from the more accurate system of the East-India Company, their Cargoes are not subject to plunder; instances have occurred which sufficiently demonstrate, that this species of property, under all the guards which have been devised, is not exempted from the injuries which arise from the general delinquency so prevalent, wherever Merchandise, of any description, is in the operation of delivery from the Ships, or in a state of transit upon the River Thames.

The nature and value of many of the articles which are imported, render the possession of them peculiarly desirable; and numerous, indeed, are the devices to which men resort, who have such temptations before them, for the purpose of gratifying their covetous and criminal propensities.

Like

Like the property of the State, the moral turpitude of the offence does not operate as a restraint upon the mind, in the same degree as in cases which apply to individuals; and hence, the delinquency has a wider scope, and embraces in its operation classes of men, who would scarcely be disposed to yield to temptations differently circumstanced.

The only consideration therefore, with such men, *is to be secure against the risque of detection.* This object once effected, every difficulty is removed.

Illicit Trade is a great object with the inferior Officers. To accomplish a measure, on the success of which, the profit of the voyage is supposed chiefly to depend, recourse must be had to the persons employed by the Revenue. The connivance, at least, of those who are in inferior situations, is the more easily purchased, as they look forward to a certain emolument as often as they have such stations assigned them, and would feel disappointed if it was not obtained.

It has appeared in evidence, upon oath, that one of the Officers of an East-India ship, discharged at Blackwall, in November 1796, on the Cargo of which considerable depredations were committed, happened to be in habits of intimacy with a Port Surveyor, who, although not superintendant of the Ship, interested himself very much in getting his friend's private adventure on shore. To effect this, a quantity of Shawls were packed in Casks, filled at each end with spun-yarn and oakum, and conveyed among

among the Boatswain's Return-Stores with the knowledge of the Officers. One of the sitters in the galley, however, who was not in the secret, examined the Cask and seized the goods. The Port Officer seeing the misfortune which had befallen his friend, found means to satisfy the Seizing Officer, and the goods were safely landed, with subsequent parcels consisting of Casks and Bales, which, on being examined by the Officers in the galley, were allowed to pass, on a promise of satisfaction next day; and for this service each of the sitters' watermen received a guinea.

Nothing can point, out in stronger terms, the utility of a Police to controul and cheek the corrupt practices which, it is to be feared, too generally prevail, to the injury of the Revenue, and to the increase of Crimes.

In East-India Ships, the Revenue Officers are generally numerous; their salaries are small; their families often large; their wants are therefore pressing, and, to use a prevailing language, they must *make hay while the sun shines*. Perhaps they look forward to a resource of this nature for the means of discharging their rent, or redeeming some useful articles in the hands of the Pawnbroker. The decrease in the value of money without any increase of *fair emolument*, must occasion pressures where the salary is not more than the earnings of a common labourer; who is not under the necessity of incurring the same expence for decent apparel, or of supporting an appearance suitable to a public station.

Under

Under all these circumstances, it is not difficult to account for the Abuses, Frauds, and Peculations, which have been discovered to prevail in the Ships of the East-India Company. The transition is easy in the human mind, once made up, in passing from a *smuggling* to a *thieving* transaction. The loss of situation, where the emolument is so small, has no restraining influence, and the system of the Revenue Boards does not, perhaps cannot, admit of the operation of those other restraints upon infidelity, which peculiarly apply to Officers trained and controlled by the Marine Police. If restraints operate at all on the minds of certain classes of Revenue Officers, it is those, and those only, which the Police Institution have created by the dread of punishment, under circumstances of ignominy which attach to offences, in consequence of the prompt means of detection, which form a prominent feature of the system. This dread it is which has acted so powerfully, *wherever it immediately attached*, in overawing delinquents, and in preventing the commission of Crimes.

It is certain that the assistance of the Marine Police Officers, in the vicinity of East-India Ships, and the successful Searches and Detection of Lumpers and others, coming from their Ships, produced in autumn 1798, a degree of caution and vigilance, on the part of the Revenue Officers, which was not apparent previous to the seizure of Teas in their presence, which had been pillaged by the Lumpers.

Innumerable instances might be adduced of the

extent to which the pillage and plunder of East-India Ships have been carried as well before as since the establishment of the River Police. The following may suffice as specimens.

In August 1793, an East-India Ship, from Bengal, was plundered to a great extent during her discharge :— It appears in evidence, upon oath, that no watch was kept by either the superintendant or his assistant: That the Officers received daily gratuities from the Lumpers for conniving at the pillage of large quantities of Pepper : That the Tidesmen themselves stole from the Gun-room, a large Case of Pepper, and many Bags of Rice : That the same Officers also stole, during the night, two whole quarters of Beef sent on board for the Ship's use ; also about 60 dozen of Bottles, from the Hen-coops on the poop. The whole plunder was carried on shore by the crews of the galleys, and sold. In this ship other extensive depredations were committed, and 26 Officers are stated to have shared in the booty.

It appears also in evidence, that in Nov. 1795, from a China Ship, lying at Blackwall, 35 Chests of Tea of 90lb. each, were plundered, and landed, with the assistance of two watermen, who are notorious receivers. The whole Revenue Officers and Lightermen, 37 in number, are stated to be parties in this plunder. Six other India Ships were discharging at the same time, surrounded by 12 gallies, yet nothing was detected. From one of the Craft, three more Chests of Tea were stolen in her passage from the

Ship

Ship to the Quays, by the Officers and Lightermen. The plunder, independent of what is here specified, is stated to have been enormous.

The same evidence states, that in July 1796, the Cargo of a Ship from Bengal was plundered to a very great extent, by the Superintendant and other Officers; respecting whom a detailed account of Fraud and Intrigue, relative to a Pipe of Bengal Spirit, is stated, which clearly developes the loose conduct, and shocking want of principle, which too generally pervades that class of men, who are employed as Safeguards to the Public Revenue, and the Property of the Merchant.

The influence of the new system of River Police, not being as yet directly extended to East-India Ships, opportunities still continue to be afforded for the same species of pillage. In spite of the injunctions laid upon the superintendants of the labourers employed in the discharge, to select discreet and honest men, they are found to be generally of the same class, and possess the same desire to obtain plunder, as those who are known to have carried their depredations to a greater extent.—This is proved in the case of a China Ship, which discharged at Blackwall in the Autumn of 1798.—A posse of Marine Police Officers receiving information, which excited a suspicion that the Cargo was plundered, watched the time when the Lumpers and Coopers came on shore. On attempting a search, which discovered them to be Officers, a violent opposition ensued,

ensued, and at that moment the whole surface of the Thames, round their Boats, was covered with Tea. The Officers with great difficulty seized two of the delinquents, before they had time to throw away their plunder.

But, besides what is obtained by these Aquatic Labourers, while working in the hold, it is stated, on the authority of a person who had the best access to know the evil practice which prevailed; "that the "chief depredations on the Cargoes of East-India "Ships, are committed by Coopers, and inferior "Officers stationed in the hold." When once obtained, the sitter in the Revenue Galley and his Watermen, generally receive a certain proportion, as a passport of the Booty to a place of safety on shore.

Thirty-nine Chests of Tea were stolen from a China Ship in 1798, during the delivery of her Cargo at Blackwall; and notwithstanding the care which has been manifest in securing the Hatches of the East-India Hoys, and in the particular construction of the Vessels, with a view to prevent plunder, five Chests of Tea from the same Ship, were stolen and removed in the passage of the Craft, from Long Reach to the Company's Wharf, at Botolph Quay.

It is further stated, on the most respectable authority, that a bale of Muslins, worth £.700, was stolen from another Hoy in her passage up the River in 1798, and that 40 chests of Tea, which had been purposely stowed in the cable tier of a China

China ship, were afterwards feloniously conveyed away, and totally lost to the Proprietors.

It appears indeed, but too certain, that notwithstanding the apparently good system of prevention, adopted by the Commissioners of the two Boards of Revenue, and the East-India Company, pillage to a certain extent prevails in many of their Ships; and that this species of Depredation has been also reduced to a system, since *cant phrases* are in use for the purpose of holding criminal intercourse, in disposing of articles obtained in this manner.—In this cant language, Tea is known by the appellation of *Malt*.—According to the account given by a person of considerable intelligence, who derived his information from the inferior Revenue Officers themselves, the general pillage of Tea through that medium, takes place in small quantities *continually repeated:* and in cases, where any of the Officers of either Revenue are not of the class denominated *Game Officers*, matters are so managed as to keep them out of the secret. Individual Officers of this class, *(who, to use their own language, "have been at India,")* have acknowledged to have profited to the extent of, from 20 to 30 *l.* by pilfering in a little way from a single Ship.

Under such circumstances, as in others, where the plunder is of greater magnitude, the connivance of the Officers in the Gallies is necessary; and as a recompence for the facilities they afford, a certain share of the booty is assigned them.

The

The Importation of Sugar from India affords a great resource for plunder, which did not formerly exist; and in the depredations on this species of Property, the lower class of Officers and Seamen are equally implicated with the Lumpers. — An instance recently occurred, where a Revenue Officer found a bag of Sugar in the Carpenter's tool-chest.

Where so many appear to be more or less implicated in offences of this nature, it ceases to be a matter of surprise, that such nefarious transactions are concealed and so seldom attract the attention, either of the Commissioners of the Revenue, or the East-India Company.

In an Importation, exceeding Six Millions and a half annually, composed of Merchandise of great value, and contained in an inconceivable number of different packages; passing through a great variety of hands, and no inconsiderable proportion of these in the habit of devising means to obtain plunder, the amount of the annual Depredations must be very considerable, although not easily to be ascertained :—But calculating only at the rate of £.500 a Ship, including the Craft, on an average, the aggregate amount of loss to the Revenue and the Company, will exceed *Twenty-five Thousand Pounds a year.* Exclusive of the losses which may be sustained by the pillage and plunder of Goods exported, respecting which it is impossible to form any estimate; although it is evident, that in the removal of nearly Four Millions annually, from the Repositories where

the Goods are collected, to the different outward-bound Ships, it is not to be supposed that so great a number of Packages can escape the effects of a system of Depredation, which extends its influence in so many directions; and is so completely organized for purposes hostile to the general security of Commercial Property.

DEPREDATIONS

ON THE

WEST-INDIA TRADE,

TO AND FROM THE PORT OF LONDON.

WHILE most other branches of Commerce have been gradually acquiring conveniences and facilities applicable to their progressive increase, the Trade from the Sugar Plantations to the Port of London, seems to have remained in this particular nearly stationary for above one hundred and thirty years, without the advantage of those accommodations and securities which its rapid progress and great extent seemed to require. It has of course, as already appears, been a prey to the most enormous Depredations, perhaps not less than to the extent *of Seven Millions Sterling* in the course of the Century:—Since even at its commencement, it would seem that there existed a considerable resource for that species of Plunder, which has in the greatest degree excited the attention, and sharpened the ingenuity of the

hordes of Delinquents, who have progressively preyed upon this branch of Commerce.

In the year 1700, the Sugars imported into the River Thames, amounted to about one-fifth part of the present medium quantity.—In 1725, it must have been equal to *a third.*—In 1750, it was little short of *a half:* while in 1775, it approached nearly to its average extent for the last twenty-four years; during which period, it has varied from 105,000 to 147,576 casks—*the quantity Imported for the year ending the 25th of June*, 1799. (*s*)—For fifteen years

(*s*) Sugar and Rum Imported into London for a period of fifty years.

		Cwt. of Sugar.	*Gallons of Rum.*
1750	—	630,840	607,074
1760	—	1,047,796	669,358
1770	—	1,377,109	997,136
1780	—	1,176,371	1,236,579
1790	—	1,236,647	1,521,051
1792	—	1,345,559	1,631,020
1793	—	1,467,469	2,209,722
1794	—	1,809,908	1,911,646
1795	—	1,409,584	1,087,685
1796	—	1,581,563	1,935,347
1797	—	1,393,952	925,457
1798	—	1,737,939	2,392,015

Sugars Imported into all parts of England.

				Hogsheads.
In 15 years	from	1700 to 1715	average	34,832
15	—	1715 to 1730	—	60,450
12	—	1731 to 1742	—	62,128
15	—	1743 to 1757	—	76,336
26	—	1764 to 1790	—	145,669
9	—	1790 to 1799	—	192,429

subsequent

subsequent to the middle of the 18th Century, the productions of the West-India Colonies do not seem to have materially increased; and it was not till after the Peace of Paris in 1763, that by the acquisition of new Islands and the extreme enterprise of Individuals, a rapid augmentation became manifest.

From this period the evils of the Port became extremely prominent. The resort of so many additional Ships, and the great and sudden increase of West-India produce without conveniences adequate to the augmentation of this branch of Trade, created much confusion and the most vexatious delays, by which this valuable Property became exposed to that excessive pillage, which has already been in part developed in the preceding Chapter; and which is certainly unexampled in any Commercial Port in the World.

Amidst the various causes of this extensive plunder, the privilege assumed by the Mates of West-India Ships, of appropriating to their own use the Sweepings of the hold after the Ship's discharge, was productive of infinite mischief, by furnishing a pretence to the Criminal Dealers in the vicinity of the River, to cultivate their acquaintance for the purpose of bargaining for their Sweepings, and then not only to seduce them into the evil practice of staving Casks and Packages to enlarge, the quantity by excessive spillings of *Sugar*, *Coffee*, and *other articles*; but also to enter into confederacies along with the

Revenue Officers stationed on board, for the purpose of plundering the Cargo in the night, which will be hereafter shewn not only to have been an evil of the greatest magnitude, but also to have been felt as a pressure upon the Trade, for a period of from thirty to forty years, previous to the establishment of the Marine Police in 1798.

This appears from an Advertisement (*t*) published by the West-India Merchants so far back as the year 1765, and also by a Resolution of that respectable Body, dated the 6th of January, 1767, on the subject of the pretended perquisite of Sweepings; (*u*) both

(*t*) *Advertisement.*—The Merchants of London, trading to the Sugar Colonies, taking into consideration the wicked and felonious practice of stealing Sugars and other Goods, the product of the said Colonies, and the pernicious consequences attending it, think it highly incumbent on them to prevent the same as far as they are able, and have therefore resolved to prosecute with the utmost rigour of the Law all such Offenders; and they do hereby give notice, that if any person, or persons, shall be discovered stealing Sugar, or other Goods, from on board any Ship or Vessel from the Sugar Colonies, or out of any Lighter or other Craft on the River Thames, or on any Quay or Wharf adjoining to the said River, or in any Warehouse, or other place belonging to such Quay or Wharf, every person making such discovery, shall be intitled to a reward of Forty Shillings, on the conviction of every such Offender. And that every person, who shall discover as aforesaid, any Buyer or Receiver of such stolen Goods, knowing them to be stolen, shall be intitled to a reward of Twenty Pounds, on conviction of every such Buyer or Receiver.

(*u*) *At a Meeting of the West-India Merchants, at the King's-Arms Tavern, Cornhill, January 6, 1767: the following Advertisement was agreed to,* viz.

'Whereas it has been occasionally pretended, that the Mates of 'West-

both which sufficiently demonstrate the sense they entertained of the height to which River Plunder had arrived at that early period.

Yet still these efforts, although repeated at various intervals, had no effect:—With the increase of the Importations, the plunder of this species of Commercial Property also augmented.—The Orders and Resolutions of the Merchants were disregarded.—Sweepings became an article of extensive Trade, attracting the notice of all the Criminal Dealers

'West-India Ships, discharged in the Port of London, are entitled 'to the Sweepings of the Hold; and, under that pretence, great 'quantities of Sugar and other Goods have been clandestinely sold, 'to the great prejudice of the Owners and Freighters of such Ships, 'and of the fair Trader:

'The West-India Merchants, in order to put a stop to these bad 'practices, do hereby promise a reward of Twenty Pounds, to be 'paid on the conviction of every Mate, or other person, who 'shall sell Sweepings, or any part of the Ship's Cargo as such; 'and all persons who purchase Sweepings will be prosecuted: and, 'for the conviction of such, the like reward of Twenty Pounds 'will be paid, as Receivers of stolen Goods.'

RESOLVED,

That the above Advertisement be published in the Newspapers, as long as it may be judged necessary, and be fixed up at Lloyd's and the Jamaica Coffee-Houses.

That a sufficient number of Copies be delivered at the Houses of the West-India Merchants, to be by them sent on board their Ships as they shall arrive, in order that the same may be fixed up in some conspicuous part of the Ship, that no person may hereafter plead ignorance of the same.

That it be recommended to the Masters of Ships to discharge such Mates as shall claim any right or Title to the Sweepings.

JAMES ALLEN, *Secretary.*

upon

upon the River.—Mates and Revenue Officers were seduced by the lures they held out.—The evil extended to a vast proportion of the Ships in the West-India Trade, and attracted notice in so particular a degree as to produce an inveſtigation, which gave birth to a system of Regulations, which were framed on the 12th of June, 1789, and afterwards revised, amended, and published on the following year, viz. the 27th of April, 1790. (*x*)

But

(*x*) *At a General Meeting of the Weſt-India Merchants, London, April* 27, 1790, *Their Regulations of the* 12*th of June,* 1789, *were revised and confirmed with certain additions and alterations, as follows.*

RESOLVED UNANIMOUSLY :—

I. That it be recommended to the Captains to be on board their Ships as much as possible every day while unloading, especially in the Evening, to make observations on the people employed in the delivery of the Cargo, and to see the Hatchways, &c. well secured before it is dark.

II. That the present mode of working out Ships, by Contract with Lumpers, &c. be discontinued, as a source of immediate Plunderage and subsequent Waste.

III. That the Captains employ their own Crews as much as possible in the delivery of their Cargoes; and, where this cannot be done, work them out by persons hired by themselves, and kept under their own eye and command.

IV. That the persons who work out the Ships be not permitted to go on shore during the day, but be victualled on board, (which, it is presumed, may best be done at the Ship's expence, the wages being lessened in proportion;) and that they be searched by the Captain, or other person superintending the delivery of the Cargo, when they quit the Ship to go on shore at night.

V. That the Regulations, already in force, respecting the Sweepings of Sugars on board of Ships, be confirmed and continued.

VI. That

But although these regulations demonstrate great attention on the part of the West-India Merchants, as

VI. That Gratuities be given to persons detecting and informing against Plunderers and Thieves; and also to any Custom-House Officer or other person giving authentic information to the Secretary, of any Vessel from which Sugars or other articles shall have been taken and seized as plundered or stolen; and that the name of such Vessel be published at the Jamaica and New Lloyd's Coffee-houses; the whole at the discretion and by order of the Meeting of Merchants.

VII. That it be recommended, that, where it is convenient, only the working Hatchway or Hatchways to the between-decks and Hold be open, and also that the passage through the between-decks and Hold be closed at the sides.

VIII. That no Boat, unless provided or permitted by the Captain, be allowed to be fastened to the Ship.

IX. That the Ship's Husband or Captain do appoint Coopers (to be victualled, and kept on board, and attended to, in like manner as the Labourers above-mentioned,) to give substantial Cooperage to the Sugar-casks on board the Ship; and do appoint Coopers also to attend the casks in the Lighters at the Wharf and at their landing, in order that the same may be delivered in good condition according to the Bill of Lading.

X. That the Ship's Coopers, wherever necessary, attend below in the Ships to give such Cooperage as may be requisite for bringing the casks upon deck with safety to their contents; and that they repair all damages done to the casks in the Lighters, before the Lighters quit the Ship.

XI. That the Captain or Mate see that each Lighter has a sufficient number of good Tarpaulins for the purpose of covering the Sugar-casks.

XII. That the Watchman belonging to each Lighter be well armed; that he attend the Lighter from the time of its loading to that of its unloading; that he give Bond, with a Security joined, for good conduct; and that the Society of Captains be requested to nominate such Watchmen when wanted.

XIII. That

as well as a thorough knowledge of all the sources of the evil, yet they too seem to have been totally disregarded, and like many excellent Acts of Parliament, speedily became a *dead* letter; chiefly because they provided no means of enforcing obedience, and it was assigned to no person as a matter of duty to see them carried into execution.—With some meritorious exceptions, Shipmasters, notwithstanding these regulations, left the charge of their Vessels chiefly to the Mates.—The mode of working out

XIII. That it be recommended, that the Sugars be drawn only once, and then for lotting; and that the quantity then taken be only One Pound and a half, in order to furnish two selling samples, one for the Seller and one for the Buyer.

XIV. That, as soon as the Sugars are drawn, the Drawing-Hole be closed, as in cases of Exportation.

XV. That the Wharfingers be desired occasionally to inspect the Samples; and that they be hereby authorised to stop all Coopers conveying Samples from the Warehouses, in cases where they suspect such Samples to exceed the weight or number allowed by the Regulations, and that they give immediate information to the Secretary thereof; and that no Boards of Sugar be carried away from the Warehouses, unless with the knowledge of the Wharfinger or his Representative.

XVI. That no Sweepings or Molasses from the Warehouses be allowed to the Gangsmen; that no Tubs or other Receptacles for Sugar or Molasses be permitted in the Warehouses, unless by order of the Wharfinger; and that the Wharfingers be desired to take all Sweepings and Molasses under their care, and to sell the same to defray the expence of keeping the Warehouses clean.

XVII. That no Sugars be drawn unless by the order of the Merchant, or of the Broker, or some other person deputed by the Merchant; and that no Cooper be allowed to draw Sugars, or to remain in the Warehouses, after Sun set.

JAMES ALLEN, *Secretary*.

Ships

Ships by contract with Lumpers was not discontinued, nor were those Lumpers victualled on board by Ship Owners; and in many instances not searched but allowed to go on shore, three times a day, generally laden with Plunder.

The regulations respecting Sweepings, although again confirmed, were not carried into effect.—Gratuities offered for detecting Plunderers did not diminish the evil, since those whose evidence alone could convict offenders were themselves, for the most part, equally guilty.

The recommendations respecting *the Ships Hatchways, Watermen's Boats* fastened to Ships—*Coopers and Lighters* appear to have been equally disregarded.

Instead of armed Watchmen attached to each Lighter, as recommended by the 12th Article—it seldom happened that any Watchmen at all were appointed;—and at most not more than one for every four or five Lighters, *without arms*, and without requiring a Bond of 100l. for fidelity, according to the regulations of the Merchants; these Watchmen too (if such they could be called,) were seldom relieved, perhaps, for three or four weeks together, of course if they were disposed to execute their trust with fidelity, the rest which nature required rendered it impossible; and hence while an expence was incurred, it became a mere mockery, and a nullity, as it related to the protection of the Cargo. In many instances it operated as a facility,

and an inroad to Plunder, by the seduction of these inefficient Watchmen, whose necessities rendered them an easy prey to those who had designs upon the Property under their charge.

Nor were the West-India Merchants more successful in their regulations respecting the drawing of Samples, although a branch of the System more immediately within their personal Controul.

Instead of drawing Sugars only once, and limiting the quantity to *one pound and half* and no more, in order to furnish two selling Samples, one for the Seller, and another for the Buyer, (according to the 13th Rule of the Trade).—The Coopers continued the old practice of drawing Samples frequently twice, and some times thrice from the same Hogshead, seldom taking less than from four to six pounds each time.

Neither have the Merchants been successful in debaring the Gangsmen the assumed privilege of Drainings and Sweepings in the Warehouses, since it appears that under the colour of this, or some other pretence, their emoluments are very considerable, and the Deficiency and Plunder of the Sugars in the Warehouses, after they are supposed to be secure, have been found to be very enormous. A circumstance the more vexatious, as it is not only the original value of the article, as has already been noticed, but also the present high Duties and Charges which constitute the loss, and add not less than 35 per Cent. to its aggregate amount.

Such

Such has been the unsuccessful result of all the efforts used by the West-India Merchants to establish good regulations for the protection of West-India Property.—To these already detailed, were added an offer of very high Rewards in 1796 and 1797, for the detection and conviction of Offenders; but it only served to develope the vast and increasing magnitude of the Depredations by the evidence brought forward in Criminal Courts of Justice—where a most enormous expence was incurred without, in any respect, diminishing the evil.

The reason was obvious.—The Criminal Confederates engaged in these nefarious designs had become numerous, and powerful in pecuniary resource. Unrestrained by those principles of rectitude, which govern the actions of men in the innocent walks of life, they resorted to every criminal device which was likely to impede or embarrass the course of Justice, by intimidating or suborning evidence, and by other proceedings, having for their object the acquital of their associates in iniquity.—They succeeded in part; and feeling encouraged by the triumph of a victory over the insulted Laws of their Country, they renewed their depredations as Stealers and Receivers of the property of the Planters and Merchants, rendered exceedingly valuable from the then great advance in the price, and the considerable augmentation of the Duties.

Under these peculiar circumstances—beset on all hands by hordes of Miscreants, eager to seize upon their

their property, and defeated in every attempt to restrain or to keep them within bounds, the expedient of Wet Docks had been resorted to, as the only apparent means of relief.

As a prelude to this important measure, inquiries were instituted by a Committee of the House of Commons, before whom it appeared in evidence that the Plunder on West-India Produce alone, occasioned an annual loss to the Proprietors of 150,000l. (*y*) a year, and 50,000l. a year to the Revenue: but at that period, (viz. 1796,) opportunities had not been afforded of obtaining that full and extensive information, which has since arisen from the minute investigations which have taken place, and which seem to warrant a much higher estimate; and perhaps, the following view of the general state of those various Depredations, previous to the establishment of the Marine Police, may be hazarded as approaching tolerably near the truth.

1*st. Supposing that out of* 385 *Ships, (the average number in a year,)* 1-5*th part or* 77 *Ships have been, more or less, subject to night and day Plunder in the manner already explained; and that the Loss in Sugar, Rum, Coffee, and other articles, on this first Class of* Game Ships, *averaged* 700l. *per Ship.* (*z*)

2*d. That*

(*y*) A Committee from the Body of Planters in a late conference with the Minister, stated the amount of the Depredations to be more than double this sum.

(*z*) 1. It is ascertained by evidence upon oath, that from a Jamaica Ship

2d. *That* 2-5*ths, or* 154 *Ships, had been subject to excessive Plunder, and that the whole Lumpers, Coopers,*

Ship discharged in January 1794, *Twenty Tons* of Sugar were stolen, in consequence of an agreement between the chief Mate, four Custom-house, and two Excise Officers then on board on the one part, and a notorious Receiver on the other, who, with the assistance of two *Light-horsemen*, carried on shore about a Ton each night.

2. It also appears on similar evidence, that from a Jamaica Ship discharged in March 1794, no less than *Fifty Tons of Sugar* were plundered in consequence of a previous agreement with the Mate and five Revenue Officers.—Ten Hogsheads were completely emptied, and afterwards stowed in a part of the Ship where there had been much leakage, that it might appear the Sugar had been washed out during the voyage.—The result was, that the loss was borne by the *Underwriters*. From the same Ship three whole Puncheons of Rum were plundered, besides 300 Gallons pumped from different Casks, all which were sent on shore in Skins and Bladders.—From this Ship a large quantity of Coffee was also pillaged.—The five Revenue Officers are stated to have each shared 150l. independent of the money received by the Mate and Agents in this iniquitous business.

3. The same evidence states, that in August 1794, a small Vessel arrived in the River from Antigua, with 70 Hogsheads of Sugar; *Five Hogsheads of which* were actually plundered by three Tidesmen in conjunction with the Mate, and a well-known Receiver.—The Captain happened to be a stranger, who had expressed much apprehension of Lumpers, upon which the Revenue Officers proposed, in order to allay his fears, and prevent his employing Lumpers, that they would themselves discharge the Cargo.—The result was, that while he remained on shore, considering himself as secure, he lost 1-14th part of the whole.

4. Upon the same testimony it appears that in September 1795, the Cargo of a Jamaica Ship then discharging at the Quays near London Bridge was plundered of *Ten Tons of Sugar* by the Mate and five Revenue Officers, assisted by two Watermen in the Service of the Customs.

5. It

ers, Officers, Mates, and Ships' Crew, obtained on an average 250l. a Ship. (*a*)

5. It appears further by evidence upon oath, that the Cargo of a Jamaica Ship which discharged on the River in November 1795, was plundered of Sugar and other articles of the value of 500l. by three Custom-house and two Excise Officers, in conjunction with the Captain, Mate, and Ship's Watermen, with others.—The whole was landed by a notorious Receiver.

6. In September 1796, five Revenue Officers, the Mate, and a notorious Receiver stole Ten Ton of Sugar, and a whole Puncheon of Rum, from a Vessel from St. Kitt's, which then discharged in the River.

The information, upon oath, from which these Cases are selected, goes a considerable length further, and states many specific facts, strongly demonstrating the shocking corruption of Morals among various classes employed in different situations upon the River, and yet these instances are only a slight shade, when compared with the aggregate.—Specific details, such as these are only brought to light by accident, while the great mass is buried in oblivion.

In October and November 1797, a discovery was made of 12 Ships from the West-Indies, all discharging about the same time, which had been shockingly plundered. The detection and trial of some of the delinquents afterwards established in evidence the following facts, with respect to the extent of a part of this plunder, which authorized the following estimate of the Loss, viz.

	Tons.	Cwt.	Qus.
Jamaica Sugar	81	10	2
Leeward Island ditto	45	11	0
	127	1	2

Loss to the Crown at 17s. 1cd. King's Duty	2,223	15	3
Loss to Ship-Owner's Freight	1052	0	0
Loss to Ship-Master's Primage	52	12	0
Loss to Merchants' Commission	400	0	0
Loss to the Planter or Owner of the Sugar	7,955	14	0
Total ..	£.11,684	1	3

☞ Average Loss nearly One Thousand Pounds each Ship, exclusive of what was not discovered.

3*d. That* 1-5*th, or* 77 *Ships, from having some attention paid on the part of the Ships' Officers, have suffered a loss from Lumpers, Coopers and others, only to the extent in Sugar, Coffee, and other articles, of* 100*l. a Ship.*

4*th. That* 1-5*th, or* 77 *Ships, from a still greater degree of vigilance, increased by the constant or occasional presence of the Ship Masters, may have only suffered on an average to the extent of* 50*l. each Ship.*

5*th. That in about* 2,500 *Lighters, employed in discharging West-India Ships, (including their repeated trips,) the average Plunder of Sugar, Rum, Coffee, Cocoa, Ginger, Pimento, Logwood, Fustic, &c. might amount to* 6*l. on each Cargo.*

6*th. That on* 120,000 *Casks of Sugar,* 15,000 *Puncheons of Rum, and* 100,000 *other Packages, consisting of Coffee, Cocoa, Pimento, Ginger, Turmeric, Cotton, Hides, Elephants' Teeth, Castor Oil, besides Mahogany, Logwood, Fustic, and other Dye Woods, and Lancewood Spars, landed on the different Quays and Wharfs—the average Pillage by Scuffle-Hunters, and others upon the Quays, may have amounted to* 2*s. a Package, on* 235,000 *Packages; and* 20*s. per Ton on the different Woods,* (*b*) *estimating*

(*a*) In cases where Lumpers were either remunerated in part or in whole from the Plunder obtained, this average would appear to be moderate.

(*b*) It is well ascertained that the pillage of Dye Woods, particularly Logwood and Fustic, has been very excessive, both in the Lighters

estimating the average quantity in a year at 3000 *Tons.*

7*th. That on* 100,000 *Packages, comprizing Coffee,* (*c*) *Cocoa, Pimento, Ginger, Turmeric, Cotton, and other articles lodged in the Warehouses, the Plunder by Labourers and others in depositing, Sampling, and removing the same, may average about* 3*s. a Package; while on* 120,000 *Hogsheads of Sugar, deposited and removed in the same manner, the Loss by Sampling, Sweepings and Pillage, must, at the present price of Sugars, average at least* 12*s. per Hogshead.*

Upon these data, the estimate of the aggregate Depredations on West-India Produce, exhibiting the Loss sustained by the Revenue and the Individuals, is stated in the following

RECAPITULATION:

Lighters and upon the Wharfs. Indeed to so great an extent has it gone, since these articles have advanced so exceedingly in their value, as to render a serious inquiry necessary.

(*c*) The Plunder of Coffee in the Warehouses has long been felt as a most serious grievance. The injury sustained by the Imports and the Revenue by the Depredations on this article exceed credibility.

RECAPITULATION:

1st.	77	Ships denominated *Game*, average 700l. each (*d*)	£.53,900
2d.	154	Ships subject to excessive Plunder, 250l. each	38,500
3d.	77	Ships subject to an inferior ditto, 100l. each	7,700
4th.	77	Ships subject to slight Plunder ditto, 50l. each	3,850
5th.	2,500	Lighters, average Plunder, 6l. each Cargo	15,000
6th.		West India Goods on the Quay, 235,000 Packages, average Pillage, estimated at 2s. per Package	23,500
		Dye Woods	2,550
7th.		West-India Goods in the Warehouses	
		100,000 smaller Packages, at 3s. 15,000	
		120,000 Hogsheads of Sugar, at 12s. 72,000	
		———	87,000
		Estimated Loss to the Proprietors, Ship-Owners, Ship-Masters, Consignees, and the Revenue, on an average of years previous to 1798 . .	£.232,000

Although no estimate, under the peculiar circumstances of the case, can be expected to ascertain the precise fact; yet to those who have been in the habit of considering this particular subject with a knowledge of the nature and magnitude of the Depredations upon West-India property, the arrangement of the different branches of this System of Pillage,

(*d*) Supposing seven Fleets to arrive in a year, the average number of *Game Ships* to each does not exceed *Eleven*.

will not only assist the judgment, but may possibly produce a conviction in the mind that the calculations are not over-strained.

In an importation extending to upwards of Seven Millions sterling a year, and comprising at least 235,000 Casks and Packages of different kinds, delivered from the Ships and conveyed to the Warehouses, through the medium, agency, and intervention of such a multiude of individuals, the major part bent upon Pillage; and when to this consideration is added the ready access which is obtained to this species of Property, and the ease and facility with which it can be concealed and disposed of—large as the losses appear to be; yet when measured by the scale of quantity and value, and the risque attached to the transit of this immense floating Property, they will not appear to be over-rated.

To the defalcation of Property however, which has been thus detailed and explained, must be added the losses which arise from the Stealing of Goods exported to the West-India Islands. (*e*)—In Ship-

(*e*) Among the numerous instances of Depredations on outward-bound West-India Cargoes, one has been stated, upon the oath of the Informant, to have happened in August 1795, where two Tidesmen are charged with having seduced the Mate of a Ship bound to Jamaica, to break open two Cases of Nankeens and Callicoes, which was done with the assistance of a notorious Receiver, who purchased, at a very under price, 200 whole Pieces.—The produce was equally divided among four persons concerned in this Felony.

ments

ments which extend to nearly Four Millions sterling a year, where numerous Packages are conveyed, through such a variety of points of danger, to above 370 different Vessels; it is not to be supposed from the instances which have already been stated of the Pillage of Dry Goods, and other Merchandise in the course of exportation, that a Commerce so extended can escape its share of the general loss. To what extent it has already gone, it is impossible even to hazard a conjecture.—It is sufficiently obvious, that Systems have been formed by Delinquents hostile to this species of Property, and that antidotes are necessary for the purpose of eradicating, or at least checking the evil, before it operates as a serious burden upon the Trade.

DEPREDATIONS
ON
ALL THE OTHER BRANCHES OF TRADE
TO AND FROM THE PORT OF LONDON.

I. British Continental Colonies in North America.

This Commerce employed 68 Ships in the year ending the 5th of January 1798, and its Exports and Imports amounted to 1,638,144l. sterling, viz.

Imports	290,894
Exports	1,347,250
Total . .	£.1,638,144

It comprises the Trade carried on to Hudson's-Bay Nova-Scotia, New Brunswick, St. John's Island, Cape Briton, Newfoundland, and Upper and Lower Canada.—The articles imported are chiefly confined to fine Furs, Skins, Peltry, Fish, Oil and Timber, and occasionally some Corn.

The Furs, particularly in the Quebeck Ships, are known to have been an object of Plunder to a considerable extent.—Their great value has excited the attention of those classes of Delinquents who are generally the Purchasers.—It is a curious circumstance that among the Jews, almost the only Manufacture which is carried on is that of *Fine Hats*.—The materials they generally purchase at a cheap rate, and some of them are said to be upon the watch when the Quebeck and Hudson's Bay Ships arrive, and eager in their solicitations with those who have access to obtain this species of Plunder.—A discovery was made in 1798, of Pillage in a Quebeck Ship to the extent of 400l. in Furs; and wherever Lumpers are introduced, without proper controul, it cannot fail to be extensive. So sensible have some Ship-Owners been of the hazard to which they were exposed, that they solicited the assistance of the Marine Police, and *trained Constables* have guarded both the Ships and Lighters.—The ready means of disposing of *fine Furs*, renders this article, from its portable nature and great value, extremely subject to Plunder, and although it is not possible to be accurate as to the amount of the annual losses sustained in this branch of Commerce by Pillage, yet

it is to be considered, that Skins, Corn, Fish, and Oil, are also known to be plundered to a great extent; and that Timber, unlikely as it may appear, is an article upon which great Depredations are committed.—The Exports to the British Colonies, (also an object of Plunder,) amount to 1,347,250l. a year—contained in many Packages, and exceedingly exposed in their transit to the Ships, and afterwards. (*f*) So that upon the whole it may not be unreasonable to suppose, that the annual aggregate Loss to the Revenue, and the Individuals, by Plunder in this branch of Trade may extend to Ten Thousand Pounds a Year.

II. African Trade: including the Cape of Good Hope.

The Commerce of Africa is limited to a few Ships—11 entered, and 24 cleared out from the Port of London, in the year ending 5th January, 1798.—The value, however, of Goods exported is

(*f*) When it is considered how practicable it has been to commit Robberies on Commercial Property, and how difficult it is to detect the Culprits, it is even a matter of wonder that so many specific facts have come to light; among others it has been stated on credible authority, and upon oath, that in March 1795, the Mate of a vessel, outward-bound to Newfoundland, with the two Tidesmen then on board, stole a large Bale of Woollen Stockings, which was bought and landed by a notorious Receiver, and the purchase-money divided among the three Delinquents.

considerable.

considerable. With respect to the Trade of the Cape of Good Hope,(*g*) it is yet in its infancy. It can only be said to employ about six Ships. The aggregate Exports and Imports, however, to and from all parts of Africa, appearing to amount to more than Half a Million a year, viz. 531,446l.—it may, perhaps, not be too much to suppose the annual loss by Pillage and Frauds upon the Revenue and Individuals in this branch of Trade, surrounded as it is in common with others by criminal Delinquents, may amount to 2,500l. a year.

III. Southern and Northern Whale Fishery.

This Trade employs 45 Ships out of the Port of London, viz. 29 in the Southern, and 16 in the Northern or Greenland Fishery; the Trade is confined solely to what is imported, which consists of Blubber, Oil, Whale Fins, and some Seal Skins. The total value is stated to amount to 314,831l. for the year ending the 5th of January 1798.—The Oil being a bulky article, is of course considerably exposed in its various transits, and partaking of the nature of

(*g*) It is ascertained on credible authority, that in March 1798, a large quantity of *Long Pepper* was stolen from a Ship from the Cape of Good Hope, by the Mate and Officers in a Ship from Lisbon, which then lay along side, assisted by a notorious and well-known Receiver, who conveyed it on shore. The whole was handed to him out of the Cabin Windows of the Lisbon Vessel, where it had been previously deposited, and concealed until dark.

Liquors,

Liquors, with respect to the ease with which quantities can be drawn off, and the facility with which it can be sold, it may possibly not be too much to suppose, that 2000l. a year may be the amount of the loss to the Revenue and Individual, by Pillage, where the scale of the Trade is so extensive, and where Exportation forms no part of the value.

IV. Trade with the United States of America.

The Trade of the United States of America employs about 140 Ships, all of which are Foreign. The Imports consist of Tobacco, Rice, Cotton, Indigo, Corn, Oil, Skins, Naval Stores, and various West-India productions to the amount of 1,517,386*l.* The Exports in British and Foreign Merchandise are estimated at 3,898,864*l.* for the year ending the 5th of January 1798.

Tobacco (*h*) is an article exceedingly coveted by the Lower Orders of the People, and notwithstanding the excellent Regulations of Government, with respect to this article, the detection and conviction

(*h*) It appears from the evidence of a person well informed upon the subject of the Pillage of Tobacco, that considerable quantities are sent on shore in the Officers' Boxes. The pretence made use of is, that the Key is lost, and that the Box is sent on shore for the purpose of getting a new one to fit it. Considerable Robberies have been recently detected by the Officers of the Marine Police.

of

of Offenders prove, that the Pillage is still very considerable, and indeed, when the corrupt conduct of not a few of the Revenue Officers is taken into consideration, it is not unnatural to suppose, that the practices which had been found to prevail, in so great a degree, on board of West-India Ships (before an antidote was applied) extend also to those from the American States, since their Cargoes are not seldom composed at least partly of Sugar, Coffee, Cocoa, and other valuable West-India Produce, as well as the natural Productions of these States; all of which being of a nature, calculated to excite the attention of River Thieves, must consequently suffer in common with other branches of Trade; nor can it be fairly argued, that the security is increased by the means which the American Traders have of discharging their Vessels with their Ships' Crews, since abundance of proofs can be adduced, arising from actual and recent detections of their being nearly as eager for Plunder as the Lumpers, and equally open to seduction as the Mates and Crews of the British Ships. Indeed, it has appeared in several instances in judicial Investigations, that the Plunder of American Ships, by their own Crews, assisted, no doubt, by Revenue Officers, has been very excessive, especially when the Cargoes have been composed of West-India Articles.

The Copemen, as they are called, or in other words, the Receivers in the vicinity of the River, are

are introduced through the medium of *Game Revenue Officers*, as often as they are placed on board of American Ships, who have even found means to seduce some of the Captains themselves to consent to permit, and to share in the general Pillage which takes place by means of such Criminal Confederacies.

When it is recollected, that to the same Individuals who have associated with Receivers and others, for the purpose of pillaging the homeward-bound Cargoes, the Merchandise exported is equally open to Depredation, and when it is clearly ascertained, that Packages have been opened by the connivance of Revenue Officers, and either wholly emptied of their contents, or pieces of valuable Muslins, Silk, and other Goods abstracted; and when in addition to this, complaints are constantly made of the deficiency of Goods exported, where the Furnishers or the Exporters are subject to considerable losses, the extent of which from the diffused state of the Commerce, and the immense scale upon which it is carried on, cannot be ascertained; it is not unfair to presume (combining the losses by Pillage, Embezzlement and Frauds,(*i*) on the whole Imports and Exports from the Port of London to the American States, amounting in all to 5,416,250*l.* sterling,)

(*i*) Considerable Frauds on the Revenue have been committed, by landing Tobacco in secluded parts of the River, after it has been shipped for Exportation.

that

that the whole loss to the Revenue and the Individuals, may amount, on so extensive a scale of Commerce, under the peculiar circumstances which have been explained, to *Thirty Thousand Pounds a year!*

V. Trade to and from the Mediterranean and Turkey.

Notwithstanding the impediments which stood in the way of the Trade to the Mediterranean and Turkey, it employed 72 Ships and Vessels from the Port of London, for the year ending the 5th of January 1798. The Imports amounted to 390,794*l.* and the Exports to 118,914*l.*—Both together exceeding Half a Million sterling.

The general Warfare on every species of Property, which moves upon the River Thames, subjects Goods, imported from the Mediterranean, to their share of the loss arising from the extended System of Pillage, which prevails both in the Ships and the Lighters, and also on the Quays and Landing-places. During the transit from the Ship's hold to the Warehouses of the Importers, the Plunder, on many occasions, is very considerable; but in this particular Trade the Pillage of the outward-bound Cargoes may perhaps be even more extensive, since East-India and other Foreign Articles exported to the Streights are known to have been subject to very great Depredations, particularly the article of Pepper, which is said to have gone to a length scarcely to be credited.

credited. A specific instance has been stated to the Author, upon which he can fully rely, of a Ship outward bound to Leghorn, where excessive Plunder took place, both by day and by night.

Upon this branch of Commerce, therefore, the evidence of the injuries sustained by the Revenue and the Individuals, seem to warrant an opinion, that they may fairly be estimated at *Seven Thousand Pounds a year!*(*k*)

VI. Trade with Spain.

To the enlightened Policy of Government are we indebted for the very considerable Trade which is carried on between the Port of London and Spain, as well as other Powers with whom this Country is at present at War. It is by such wise arrangements, that raw Materials are procured for our Manufactories, and the Produce of the National Industry exported even to the Enemy.

The Exports and Imports to and from Spain and the Port of London, approached nearly to a Million

(*k*) In June 1795, according to the evidence of a person, who disclosed many Felonies and Frauds, which came under his own inspection, the Mate and Tidesman, on board a Vessel bound to Naples, in conjunction with a Waterman, a notorious Receiver, unshipped as much Pepper from the Cargo as produced 100*l.* besides a quantity of printed Goods stolen from a Package on board. An average Loss was made of the whole at Naples, including some damage sustained by the Ship on the Voyage; and the Underwriters were saddled with the Loss.

sterling,

sterling,(*l*) for the year ending the 5th of January 1798, and from the nature of the Commercial Articles, which compose this Trade, joined to specific evidence of Pillage, there are strong grounds to believe, that it has been equal at least to other branches. Spanish Wool has been stated to be an article much subject to Depredation, not only from its great value rendering it desirable, but from the ease with which it can be carried on shore without suspicion.

It has appeared in evidence, that it is not an unusual practice with Revenue Officers to fill their Mattresses with fine Spanish Wool, and to send them on shore with all the appearance of a regular routine of Duty in moving from one Ship to another. An Officer, since dismissed for getting drunk, received 15*l.* for his share of Plunder obtained in this way. It may be naturally supposed, that it was equally productive to the others, and that the Ships' Crews and Labourers shared in the Booty.

Brandies also have suffered by the operation of the *Jigger*, and the facilities afforded by the Skins, and Bladders with Nozles, furnished by the Copemen or Receivers, who are ever ready to offer not only their own assistance, but also the assistance of the instruments they provide, for the purpose of carrying into effect, the nefarious designs they are constantly forming against Commercial Property.

Taking all circumstances into consideration, it may not be unfair to estimate the Frauds and De-

(*l*) Vide Chapter I. page 37.

predations,

predations, on the Cargoes of 121 Ships in this Trade, including Imports and Exports, at *Ten Thousand Pounds annually.*

VII. Trade with France and Austrian Flanders.

The Trade to and from these Countries, notwithstanding the War, extended in Exports to 978,038*l.* and Imports 36,979*l.* for the year ending the 5th of January 1798.(*m*) The whole is somewhat better than a Million sterling. The articles exported chiefly consisted of Tobacco, and East and West-India Goods. There are strong grounds to believe, that the Plunder, especially where *Game Officers* were on board, must have been considerable. Reflecting on the nature of the Articles, and the value, it may not be too much upon the whole to estimate the annual Frauds and Plunder, on the homeward and outward-bound Cargoes of 122 Ships in this Trade, at *Ten Thousand Pounds.*

VIII. Trade with Portugal.

The Imports and Exports to Portugal, for the year ending the 5th of January 1798, amounted to 853,237*l.* and employed 180 Ships. For the reasons

(*m*) See General View, page 22, and also page 37.

already

already assigned, the Plunder upon the outward and homeward-bound Cargoes, which, in point of value are nearly equal, may be estimated at 8000*l.* a year.

IX. Trade with Holland.

Although the War has abridged the Trade to the United Provinces very considerably, yet from the wise measures of State which have been pursued, it employed 329 Ships, and amounts to 2,211,360*l.* in the course of the year, ending the 5th of January 1798.

The Imports, which amounted to 673,241*l.* consisting of Grain, Seeds, Dye-Stuffs, Cheese and other Provisions, must, from the nature of the articles, have been subject to a good deal of Plunder. While the Exports, composed of Tobacco, Coffee, Cocoa, Sugar, and other West-India Goods, for the reasons already assigned, could not fail to have suffered in an equal proportion; Brandy and Gin in particular, have been always subject to much Pillage. An instance can be adduced of 1000 Gallons of Gin having been plundered in the course of a discharge from a single Ship; so that it may reasonably be concluded, that the aggregate Frauds and Plunder, in so large a value, could not be less than *Ten Thousand Pounds* a year.

X. Trade

X. Trade with Germany.

The situation of Holland has contributed, in an eminent degree, to extend the Trade chiefly between Hamburgh and London, which had risen in the year ending the 5th of January 1798, to the unexampled height of 10,672,271*l.* Imports and Exports, in which Commerce, 63 British and 172 Foreign Vessels were employed.

The Goods imported amounted to . . .	£.2,658,011
And the Exports of British Manufacture . .	1,621,142
The Remainder was composed of East and West-India Goods, &c.	6,393,118
Total . . .	£.10,672,271

Both Imports and Exports, but particularly the East and West India Produce, have been proved to have been subject to excessive Pillage. Instances have been stated, of the Plunder of raw, and even refined Sugars, to a very great extent, together with Coffee, Cocoa, Pimento, and other articles,—an abuse and defalcation to be expected, not only from the vast Exportation that took place, but from the crouded state of the Wharfs, and the hurry and confusion which attended the Exportations in the whole of their progress, from the Warehouses to the Quays and Lighters, and from thence to the holds of the Ships, in all which stages, from the numerous class of Delinquents, which surrounded this Property, (and

which indeed, surrounds all Commercial Property in its various transits,) it is natural to suppose, that the Pillage must have been considerable, and it appears from a variety of facts, that in some instances it was carried to a very great extent, both with, and without the connivance of, the Mates and Revenue Officers. It would seem also, that their mischievous auxiliaries the Receivers, are equally alert in seducing persons having trusts in this Trade, as in that of the East and West-Indies. Its scale is now become so immense, and the articles which compose both the homeward and outward Cargoes are so easily disposed of, that it is scarcely to be wondered, that in this extensive branch of Trade conspiracies should be formed for the purpose of carrying on systematic Depredations, both upon the Commerce and Revenue of the Port, which are the more easily effected, as the Vessels in this line of Commerce have never been attended to, in the same manner as the East-India and Colonial Ships, and still, although the resource for Plunder has now become almost as great as in West-India Ships, they are not yet placed under the care of the Police.—That Jiggers, Skins, and Bladders with Nozles, are employed in drawing off large quantities of Gin and Brandy, when such articles compose the Cargoes, cannot be doubted, while every other article is subject, more or less, to the influence and effect of this nefarious System; especially since the vigilance of the Marine Police, in shutting out all means of obtaining Plunder in West-India Ships,

has

has had the effect to increase the Depredations in the Hamburgh, and other Outward-bound Vessels, with West-India Produce, where it frequently happens, when opportunities do not offer for landing the Pillage, previous to the Ship's leaving the Pool, or on the way down, that means are found of carrying it to a place of safety, on reaching Gravesend.

From an important recent investigation it appears, that 1200 pieces of Bandana Handkerchiefs and six cases of Playing Cards, were, by the connivance of the Captain, and Revenue Officers, landed, from a Vessel bound to Embden, in April 1795.—In May following, 1500 pieces of Bandanas and seven cases of Playing Cards, were landed from another Vessel bound to the same Port; and in the month of June in the same year, 1200 pieces of Bandanas and six cases of Cards were unshipped, by the connivance of the Mate and Officers, from a Vessel bound to Hamburgh. The same persons broke open a case of Hardware, a part of the Cargo, and stole 150 silver-mounted Snuff Boxes.

Considering therefore, the magnitude of this Trade, and the immense scale upon which it is carried on, with all the other circumstances tending to increase the risque of Plunder, which has been already detailed, it may reasonably be concluded, that the Depredations, and loss of Revenue, upon so extensive a Property, circulating under such disadvantageous circumstances without Protection,

and inveloped in danger, cannot be less than *Twenty-five Thousand Pounds a year.*

XI. Trade with Prussia.

This Trade employed 608 Ships, for the year ending the 5th of January 1798, whereof 527 were Foreign, and 81 British. The Imports consist chiefly of Timber from Memel, and some Corn, amounting to 220,827*l.* The Exports consist of

British Merchandise or Manufactures	£.58,336
and Colonial and East-India Goods	153,326
Total .	£.211,662

Strange as it may appear, it has been already observed, that even the unwieldy article of Timber is subject to considerable Depredations. A single Commercial House in this Trade estimate their annual loss by Plunder at 500*l.* which is found to be not more than sufficient to cover the deficiency which is discovered, when the annual Inventory is taken. Such is the scale, upon which this immense Trade, in a *coarse article,* is carried on, that the Pillage of four or five Logs from each Cargo, while exposed in Rafts in the River, would amount to Ten Thousand pounds: but upon the whole Imports and Exports, together making an aggregate of 432,490*l.* although it is known that many of the West-India

Articles, which form the chief value of the shipments from the Port of London, are much exposed to Depredation, the total Loss sustained by Frauds on the Revenue, and by acts of Delinquency, is estimated only at *Ten Thousand Pounds a year.*

X. Trade with Poland.

The extent of this Trade depends much on the demand for the article of Grain. In the year ending the 5th of January, 1798, it employed only 69 Ships. The imports consisting chiefly of Corn and Linens, were valued at £.207,477; while the exports only amounted to £.35,468.—Total £.242,945.

In the general system of Pillage, which has pervaded the River Thames, Grain, of all kinds has suffered by Depredations, in common with other articles; not only by the numerous Labourers in this branch, who are known to have carried the Pillage to a great extent, but also by River Plunderers, in general, who steal Bags of this article from Lighters, as often as opportunities occur.

In the detail of Depredations, recently given by a person, who disclosed a variety of specific Acts of Pillage, it appears, that in August, 1797, a Vessel arrived in the River, from the East Country with Wheat. The Tide Officers are charged with having seduced the Master and Mate, who were Foreigners, in consequence of which, 30 quarters of Wheat were unshipped, and sold at 20s. to a Re-

ceiver at Rotherhithe, while the remainder sold for 3l. The produce of the Corn was equally divided between the Officers, Master and Mate.

The aggregate average loss, therefore, by Frauds and Plunder, on Goods imported from, and exported to Poland, may be estimated at *Five Thousand Pounds a Year.*

XI. Trade with Sweden.

The importations from Sweden, for the year ending the 5th of January 1798, amounted to £152,707
And the exports of British Manufactures 73,766
And Colonial and other Foreign Articles 95,528

Total . . £.322,001

The importations consist chiefly of Iron and Deals, both which articles are subject to much Plunder. The Trade is chiefly carried on in Swedish Ships, there being only nine British, out of 109, employed. Considering the portable nature both of Deals and Iron, and the peculiar circumstances applicable to this Trade, it may not be too much to estimate the loss of the Revenue, and the Individuals, at £.3000 per annum.

XII. Trade with Denmark and Norway.

The importations from these Countries are bulky, and do not amount to a large sum: but the exporta-

tions are very extensive; for the year ending the 5th of January 1798, they stood thus:—

Importations in 8 British and 194 Foreign Ships .	£.94,821
Exportations in British Manufactures	218,891
. . . In Foreign or Colonial Articles . .	492,191
Total .	£.805,903

The importations, consisting chiefly of inferior Timber, Deals and Naval Stores, are in the same situation with similar articles with respect to Plunder; and the Goods exported, are equally exposed to Frauds; though, perhaps, not so much to Depredations.—Upon the whole, considering the nature and extent of the Trade, the losses to the Revenue and Individuals, may be estimated at about *Five Thousand Pounds a year.*

XIII. Trade with Russia.

The Trade to and from Russia, has been rapidly increasing, and is now very extensive. In the year ending the 5th of January 1798, it employed 225 British and five Foreign Vessels;

The Imports, consisting of Linens, Hemp, Tallow, Iron, Deals, &c. &c. amounted to	£.1,565,118
The Exports in British Manufactures . . .	178,303
. . . in Foreign Articles, chiefly Colonial produce	273,804
Total . .	£.2,017,225

The

The importations from Russia, have been certainly subject to much Plunder; particularly Hemp, Tallow, and Iron, of which, abundance of proofs have been adduced, not only in this Work; but also in various judicial proceedings against Offenders. In the exports too, there is considerable Pillage in consequence of the necessity of resorting to Lumpers, to assist in taking in the Cargoes, and to the criminal agency of Revenue and Ships' Officers. The extent of the whole loss to the Revenue and the Individual, may be equal to 20,000l. a year.

XIV. Trade with Guernsey, Jersey, Alderney, and Isle of Man.

The importations from these Islands, consist chiefly of Brandy, Geneva and Wines, &c. For the year ending the 5th of January 1798, the Trade stood thus.

Amount of Importations in 42 British and 4 Foreign Vessels . . .	£.218,917
Exportations in British Manufactures	20,659
. . . in Colonial and other Articles . . .	62,622
Total . .	£.302,198

From the nature of the importations:—from the habit of many of the persons who navigate these Vessels; and from their connection, with various classes of people, hostile to the interest of the Revenue, and to the security of Commercial Property, there

there are strong grounds to suspect, that there must be considerable Pillage of Liquors previous to the discharge.

In July 1797, (according to the information of a person upon oath, taken in consequence of a judicial inquiry,) a Vessel arrived in the River from Guernsey, laden with Brandy. Five Revenue Officers were placed on board of her, who, in conjunction with the Mate, concerted a plan for the purpose of plundering the Cargo. In one night they drew off 30 skins full; but they were detected in the fact by the acting Surveyor, who seized the whole.

The circumstance, however, of their discharging at the Wharfs, may possibly prevent much of the Plunder which might otherwise take place; and therefore, the extent of the loss to the Revenue and the Individual, is estimated at 2000l. a year.

XV. Trade with Ireland.

This Trade employed 273 British and three Irish Vessels, including their repeated Voyages, for the year ending the 5th of January 1798.

The Imports in that year amounted to . . .		£.1,878,971
And the Exports in British Manufactures	£.213,958	
. . . . . in East India and Colonial Goods, &c. &c.	445,965	
		659,923
Total .		£.2,538,894

The

The Importations from Ireland, consist chiefly of Bales and Boxes of Linens; also Provisions, comprising Beef and Pork, contained in a great number of Tierces and Barrels, and a vast number of *Casks*, *Tubs* and *Firkins* of *Butter*, to which may be added *Raw Hides*, and a few other Articles.

Above two-thirds of the Exports are composed of Sugar, Rum, Tobacco, and other West-India and American Articles; and Teas, Spices, and East-India Goods:—the remaining one-third is composed of British Manufactures.

Both the Imports and Exports of Ireland, from the very great number of Packages;—their portable nature, and the ready means of obtaining purchasers for whatever is stolen, must share the fate of other Commercial Articles, while surrounded by so much danger: and in the transit of such a variety of Packages, where the aggregate value appears to exceed Two Millions and a Half, in the course of a year, it may not be unreasonable to suppose, that the Frauds and Pillage may amount to *Five Thousand Pounds a year*:—especially when it is considered, that upon such an extensive Scale of Commerce, in so many hands, an apparently inconsiderable Pillage, which at the moment scarcely attracts notice, or is perhaps, not discovered at all, amounts in its total to a very large sum.

XVI. Trade with the Out-Ports of Great Britain; denominated the Coasting Trade.

The Commerce carried on between the River Thames and the Out-Ports, is extremely extensive, it employs the following Vessels, *viz.*

		Vessels.		Voyages a Year.
To 60	Ports in England	496	who make .	5692
To 7	Ports in Wales	32	ditto . .	124
To 15	Ports in Scotland	97	ditto . .	684
Total 82		625		(*o*)6500

The aggregate of these repeated Voyages, at the average of 86 Tons to each Vessel, amounts to 560,000 Tons, and the Merchandise, &c. which is Imported and Exported,(*n*) is estimated as follows, *viz.*

Imports	6500 Voyages	£.4,100,000
Exports	ditto	2,500,000
	Total .	£.6,600,000

As however no aid is derived in this instance from the Revenue calculations, the amount which is now stated, is estimated upon a general view of the Tonnage, and an examination of the nature and value of the Articles imported and exported.—In both in-

(*n*) See pages 10 and 11, detailing the Coasting Trade between London and all the Ports in Great Britain.

(*o*) Vide General View of the Trade, pages 22, 23.

stances,

stances, much valuable Merchandise is conveyed Coastwise, and a considerable proportion of the Grain and Malt consumed in the Metropolis, is conveyed in these Vessels.(*p*) Under such circumstances the calculation of the aggregate value will probably be considered as not over-strained; for, although it certainly is not possible, without official documents, to ascertain the amount even with any degree of accuracy, it is clear to demonstration, that it must be *immense*; and equally obvious that from the nature of many of the Articles, the Pillage must also be very extensive, even without ascertaining precisely whether any loss has been sustained or not.

Corn.—The article of Grain, in particular, has been proved in numerous instances to be subject to excessive Plunder. The system of *Sampling*, and the assumed perquisite of Sweepings, have tended in an eminent degree to generate this Pillage and to promote its increase. Almost every Labourer in the Corn Vessels and Craft, considers himself intitled to a certain quantity under the pretence of Sweepings, or old Samples. The apparent trifle each obtains thus unlawfully, although not missed or accounted for, but attributed to shrinkage or mistakes originally in the measurements, amounts in the aggregate to a large value in the course of a year.

Instances have occurred where Corn Porters have

(*p*) The Grain, Malt and Flour alone, which arrives Coastwise in the River Thames, even in cheap years, must amount to nearly Three Millions sterling.

themselves

themselves become considerable Dealers, by confining their purchases principally to the Pillage of their associates; and men who have long supported the best character in the opinion of their masters, have been detected in these practices.

The barrier of moral rectitude once broken down, the mind becomes reconciled by degrees to look even with satisfaction on actions that gratify their avarice, which at firſt they could not have endured. The want of an adequate Police upon the River, calculated to compass all objects, has tended greatly to the increase of the depredations upon Corn, and the security which offenders of all descriptions have experienced, has produced in this, as well as every other article, a rapid increase of crimes.

The transition from innocence to acts of turpitude, where great temptations are in the way of men in needy circumstances, is easy and obvious.—An indulgent Master, at first, grants the privilege of a few samples or a trifling quantity of foul Corn, on the solicitation of an industrious servant, under the pretence of feeding a pig, or a few poultry. The request is again repeated with equal success. The stock of poultry or pigs is increased, and additional quantities of grain become necessary. The indulgence of the Master in a few instances, is, at length, construed into a sanction to appropriate Sweepings of foul Grain. These Sweepings are presently increased by previous concert among the Labourers. Corn becomes foul, which might have been preserved in a clean

a clean and Merchantable state, because the covetous disposition of the Labourers has increased. At length, they become Dealers in a little way, and their Customers must be supplied. The habit of abstracting a little, reconciles the mind by degrees to larger quantities; till at length, superior Grain is pillaged to a considerable extent under circumstances where discoveries become extremely difficult, and where the Trade is conducted on a large scale, not the least suspicion is entertained, that any thing is going forward, until, perhaps, a Labourer, who had heretofore been considered as a faithful servant, is, to the astonishment of his Master, discovered to be a great Receiver, and a considerable Dealer. These observations are founded on occurrences which have come under the cognizance of Magistrates, who have felt it their duty to penetrate into the nature and causes of an evil, which, if not speedily checked, will rise to an alarming and pernicious height.

But this is not the only mode practised in committing depredations on the Corn Trade. Grain is frequently open while in Craft to the ravages of River Pirates and Night Plunderers. The portable nature of the Sacks, and the ease with which they can frequently be removed from the Corn-Barge to Boats employed by River Thieves, joined to the facilities afforded by numerous Receivers, contribute in no small degree to the increase of this evil.

In addition, however, to the article of Corn, no doubt

doubt can be entertained, since the moral principle has become so exceedingly relaxed among all classes of Aquatic Labourers, that the pillage in other articles conveyed Coastwise, must be very considerable during the operation of Landing, Removing, and Depositing the immense number of articles which are imported, and the Cartage and Shipping of a great variety, often of valuable Goods, which are exported.

Whatever check honest Revenue Officers may have on Depredations, this cannot apply to the Coasting Trade: which, therefore, affords a freer scope to those who have the opportunity to pillage and embezzle Cargoes.

Considering then all the circumstances of this case—the incredible number of Aquatic Carriers—the evil examples before them—the immense value of property in transit; and the various opportunities which occur, to commit depredations without the risque of detection—the aggregate value of the plunder on the Coasting Trade, may be estimated at *Twenty Thousand Pounds a year.*

XVII. Coal-Trade to the Port of London.

It has been already stated "that the Coal Trade employs on an average about 418 Ships and Vessels, which make 3,676 voyages in the course of a year." "That about 2,196 Coal Barges, averaging 33 Tons, are employed in the discharge of these Vessels, making an aggregate of 71,903 Tons." "That each Collier,

Collier, on an average, requires about 13 Barges. That 1,170 of these Craft are frequently laden with Coals at one time, while nearly as many are used as Floating Warehouses, above and below Bridge, waiting the calls of the Consumers, who require a monthly supply of 300 Cargoes of 220 Chaldrons each." That the monthly supply, being, therefore, 66,000 Chaldrons, it is not unlikely that about 50,000 Chaldrons, (with the exception of times of scarcity as at present,) remain exposed to depredations on the River all the year round. (*p*) Indeed, it has clearly been ascertained, that the plunder of Coals is excessive, and committed in various ways.—First, in the Ships during the discharge, through the medium of the Coal-heavers, where the property of the Owners, and the Public Revenue, suffer very considerably: sometimes by the connivance, and even (as has appeared in evidence,) the consent of the Masters and Mates of Colliers, in order to procure the advantage of additional labour, which ought to have been paid for in money; but, more frequently, from the thieving disposition and audacious conduct of the Coal-heavers, who being more powerful than the Ship's Crew, have been accustomed in many instances, to remove such Coals as remained on Deck by force: Nay, to such a height had these nefarious practices gone, previous to the establishment of the Marine Police, that a kind of

(*p*) Vide Chapter I. pages 26 and 27.

Public

Public Market was held at Execution Dock, for the Sale of Coals obtained in this way.

The mischievous privilege granted to the Meter, and the Meter's man, of a certain quantity of Coals for their private use, while it robs the Proprietor and the Revenue (*q*) of a considerable sum of money annually, (*r*) establishes a precedent, which is pregnant with evils of the greatest magnitude, as it furnishes an excuse for the like illegal indulgence to the Coal-heavers, and generates that disposition to pilfer, which has been found to be so predominant

	Per London Chaldron.
(*q*) The average cost of Coals free on Board at Newcastle, is averaged at	£. 0 12 7
The Freight to London, Light Money and Charges taken on an average	0 10 6
The Duty, 9s. *per* Chaldron; Charges of Entry, 3d. *per* Chaldron.*	0 9 3
The expence of the Delivery into Lighters, including Metage, 3d. Coal-heavers, 1s. 6d. Factors' Commission, 4d. *per* Chaldron .	0 2 1
The Lighterage	0 1 4
The expence from the Lighters to the House . . .	0 4 9
Total .	£. 2 0 6

(*r*) Supposing the Meters and Meters' men, (about 90 in number,) to receive only 5 Bushels each, as their privilege in every Cargo, on an average, the whole would amount to 1,020 *Chaldron.*

Loss to the Proprietors, at least 20s. *per* Chaldron, including freight	£. 1,020 0 0
Loss to the Revenue, 9s. *per* Chaldron . . .	459 0 0
Total . .	£. 1,479 0 0

* The Total Revenue paid for Coals by the consumers in the Metropolis is above £. 360,000 a year.

among

among this very depraved, but useful, and frequently ill-used class of men; whose earnings, if they were provident, and a strict line of rectitude were pursued by all their Employers, might speedily place them in very independent situations; since it appears, that their labour, which is tolerably constant, produces from 7s. to 18s. a day, and some few instances have occurred, of its extending even to 27s. for the labour of fourteen hours.

Notwithstanding these apparent large earnings of Coal-heavers, it is a curious and interesting fact, that a very considerable proportion of these hard-working men, even since the late advance of the price of their labour, do not on the average of the year, carry home more than 15s. a week for the support of their families. The Coal Undertakers, about eighteen in number, who are their employers, are either themselves Publicans, or depute persons who keep Ale-houses to act for them; for which labour, instead of paying money, they generally receive a premium.

The Coal-heavers, (in number about 800,) are of course, wholly in the power of about twenty-four Publicans, who (with the exception of a very few of the more reputable ones,) prefer those who drink most liquor; and it is calculated, that they consume in Porter and Gin more than one-third part of their earnings.—Not always from choice but *necessity*; since, if the liquor which is sent them is refused, which is generally to the amount of 12s. *per* man for

for each Ship, they lose the favour of their Employer, and the preference which he has it in his power to give them; and also, the subsistence-money of 5s. a week, advanced them as a temporary loan, for maintenance when out of employment. Under such circumstances, they are completely in the power of the Coal Undertakers, who also, besides the 12s. a Ship for Gin, Porter, &c. demand and receive, (according to the information which they themselves have stated to the Author,) *One Shilling and Four-Pence* from each man in every Ship discharged, in name of Commission. Assuming this fact to be true, it will appear from the following calculation, that these poor people are very hardly dealt with:—

	£.	s.	d.
1. Supposing 3,676 Cargoes to require on an average 10 men each, paying 1s. 4d. Commission to the Coal Undertakers who employ them, or 13s. 4d. each Ship; the aggregate sum thus paid in a year by the body of the Coal-heavers, is	2,450	13	4
2. Supposing 3,676 Cargoes discharged by 10 men each, who shall have 12s. in liquor, consisting of Gin and Porter, &c. sent them whether required or not, being equal to 6l. each Cargo; the aggregate taken out of the labour for subsistence while at work, is	22,056	0	0
Total . .	£. 24,506	13	4

Being more than £.30 a year, on an average, from each Coal-heaver.

	£.	s.	d.
And, supposing the twenty-four Publicans to gain 25 *per Cent.* on their Liquors, &c. their profit will amount to	6,126	13	4
To which, add the Commission before mentioned	2,450	13	4
Total estimated profit . .	£.8,577	6	8

It would seem to be worthy of inquiry, under what authority a Commission of 13s. 4d. each Ship, on an average, is wrested from these poor ignorant people; and how far Publicans ought to prescribe rules, by which men shall be compelled to besot themselves with an immoderate and unnecessary portion of strong Liquors, while their wives and children at home are often in want of the necessaries of life.

But, (to return from this digression,) the chief pillage of Coals has been from the Barges which lie exposed in every part of the River from Limehouse-hole to Westminster-bridge. Estimating 13 Barges to each Cargo, it follows that 47,788 loads, must be exposed in the course of a year, to *River-Pirates*, *Night-Plunderers*, *Lightermen*, *Bargemen*, *Watermen*, *Bumboatmen*, and *Peter-Boatmen*; many of whom were accustomed to supply their wants from these Barges, while others followed the trade of stealing for the purposes of sale: and instances have occurred, of River-Pirates and others, having cut Coal Barges a-drift, and conveying them without challenge or suspicion, up and down the River according

according to the plan settled by the Receiver, who had Carts ready at a convenient landing-place, where the whole have been carried away, while the empty Craft was not heard of for some days, until picked up drifting with the tide in the River.

It has not been customary for those who require Fires in Winter, while navigating Craft in the River, to purchase Coals for the purpose of fuel. When in want, they have generally supplied themselves out of the first convenient Barge that happened to be accessible.

In this course of Systematic Depredation, the loss has been sustained by the purchasers, wherever Coals are bought by what is called the *Room*. In all other cases the injury falls on the Coal Merchants, who have suffered severe and heavy losses annually, which nothing but an energetic Police pervading the whole River can prevent; and it is presumed, that the same expence which they incur by the employment of very inefficient Watchmen, amounts at present to more than their proportion of a competent Police Fund.

On a supposition, that out of each of the Cargoes of the 47,788 Coal Barges exposed to Depredation, in the course of a year, only six bushels on an average are purloined, the aggregate would amount to 7,965 Chaldrons, which, when added to the Plunder and unlawful allowances in the Coal Ships, seems to warrant an opinion, that the annual defalcation cannot amount to less than *Twenty Thousand Pounds a*

year. In the opinion however of some intelligent persons in the Trade, the aggregate Pillage amounts to double this estimate.

XVIII. Depredations on the Cargoes of Prize-Vessels in the Port of London.

In addition to these detailed estimates of Robberies and Pillage, committed on specific branches of Commerce, is to be added the excessive Plunder which has been found to prevail in almost all Cases where Prize Vessels are brought into Port. No estimate is made of the extent of this Plunder, from the circumstance of no vessels appearing upon the Revenue Returns of the particular year, which has been selected as the ground work of this inquiry. It is, however, certain that this species of Property is immediately marked out as an object of Depredation, not only by the general herd of Plunderers upon the River, but also by those of a class not so much to be suspected, in which is to be included, not seldom the Prize-master and the Crew of the Vessel, and also the Revenue Officers, whose duty it is to protect the Property.

An inquiry which has been recently instituted into Frauds upon the Revenue, has developed a scene of villainy carried on to a great extent on board of two of the Dutch Prizes in particular, which were discharged at Blackwall, in January and April 1796. The information upon Oath states, that the Prize-Master, six Revenue Officers, and a noted Receiver,

ver, entered into a conspiracy to Plunder the Cargo of the first mentioned Vessel, which was effected to a great extent, although several English East-Indiamen, and the Revenue Gallies were along side.

From the other Ship, specific mention is made of six whole Bales of Cinamon, four Bales of Callico, and two large Bales of Handkerchiefs, which are stated to have been plundered in the night by means of false Keys. The same information states, that the Lumpers gave *douceurs* to the Officers for permission to plunder the Pepper on board, which was carried off in large quantities; insomuch that two Tons of this Article, were seen at one time in a house at Blackwall, which had been landed by the Lumpers in the course of two or three days. It was afterwards conveyed safe to Town, in a Butcher's Market-Cart. The Officers are stated to have shared 100l. each.

In cases where adventitious wealth is thus obtained, it is astonishing with what facility the moral principle becomes relaxed, and with what ease the human mind is suddenly reconciled to acts of spoliation and waste. While those in immediate trust exhibit evil examples, and expose themselves to observation and discovery, a continuation of the same System of Pillage is suffered in others as the price of concealment.

Instances have occurred where one-fifth part or more of a Prize Cargo, has been embezzled, wasted, and rifled by men acting under these impulses; while

while others availing themselves of the security created by having their employers in their power, have gone lengths which exceed all credibility.

XIX. Depredations on the Public Stores in the River Thames and Medway.

Nor have the Stores belonging to His Majesty escaped Peculation, Embezzlement and Plunder, in many instances, under similar impulses arising from impressions "*that the Clandestine possession of Public Property injures nobody.*"

Avarice goads the mind frequently to acts in a moral point of view the most atrocious, while habit and example sanction Fraud and Dishonesty in transactions where the Property of the State is only to be affected.

Hence it is, that the Public Stores deposited in the Naval and Military Arsenals, and floating in Ships and Vessels on the River Thames, have been subject to such extensive Depredations. It is to be feared that the chief part of the culprits are so effectually guarded as to be beyond the reach of Detection, while hopes are entertained that they are of late considerably diminished, at least, since the influence of the Police has operated in developing and exposing the general System of Delinquency which prevailed.

Yet it is still to be lamented, that much remains to be done, to check and keep down this hydra-headed evil;

evil; for the various Detections of the newly established Marine Police on the River Thames, joined to the numerous Criminal Trials in the different Courts of Justice, prove incontestibly that the mischief extends very far; and so completely are the Chief Officers, who so worthily preside over these Departments, convinced of the importance of applying an antidote, that their attention has been directed to the framing of such apposite Legislative Regulations as shall operate as a remedy.(*s*)

It is not possible to ascertain the actual extent in point of value of the Peculations, Embezzlements, and Pillage of Naval, Victualing, Ordnance, and other Stores, which are deposited in the Arsenals, or move in transit on the River Thames and Medway. But certain it is, from the laborious investigations which various detections have invited on the part of the Magistrates of the Marine Police, that the influence of the relaxed morals and the systematic thieving which pervade the Mass of the Labourers of every description upon the River Thames, extend to the Public Property, perhaps in a greater degree, for the reasons which have been already assigned, than to the Merchandise and Naval Stores of Individuals.

(*s*) The Commissioners of the Navy deeply impressed with the necessity of improved Laws, and a System of Police, calculated to prevent the Depredations committed on His Majesty's Stores, have applied, through their Solicitor, to the Author of this Work for his assistance, in suggesting means for correcting the evils which have been found to exist.

sorted

The discovery of the devices which have been resorted to by the persons who navigate the Victualing Hoys, in abstracting Spirits and Provisions in their passage to His Majesty's Ships and the Russian Men of War in the River, and the facilities afforded them, by the numerous Receivers who are also discovered to reside in the Towns and Villages adjoining the River Thames and Medway, sufficiently indicate the existence of a regular System long established, and apparently fully matured.

And when the extent of the resource for this species of Peculation and Plunder is considered,—the number of Delinquents eager to devise means of obtaining Public Property,—the deficiency of the existing Laws, and of the means of putting them effectually into execution;—joined to a total want of a systematic and preventive Police, applicable to the protection of Naval, Victualing, Ordnance and Military Stores, in the Public Arsenals, in Ships of War, and in their various transits in the River Thames and Medway; and above all, the immense value of this Stationary and Floating Property,—no doubt can be entertained of the annual Loss to the Public being immense, in all the Ramifications of *Fraud, Peculation, Embezzlement and Plunder*.

HAVING thus endeavoured to develope the extent of the Depredations, to which each specific branch of Commerce has been exposed, in its transit from the Repositories of the Merchants to Ships and Vessels in the River Thames—and *vice versa*: Having also explained the various means which are employed in the embezzlement and spoliation of Commercial Property, in outward and homeward-bound Ships, Vessels, and Craft, in the River Thames:—Having likewise unfolded the various devices, which contribute in so eminent a degree, to the injury of the Public Revenue, and the diminution of the National Property by the Peculation and Pillage of his Majesty's Stores; It remains now to bring under the eye of the Reader, a collected View of the whole estimated Depredations on Commercial Property, in the order in which each branch has been considered; to which is added, a Statement of the number of Packages, and the aggregate value in the following

RECAPITULATION:

RECAPITULATION;

Exhibiting in one View the Foreign and Coasting Trade of the River Thames :—The Tonnage :—Number of Packages :—Value of Goods imported and exported :—And the estimated Plunder on each Branch of Trade : amounting in the whole, to the enormous sum of *Five Hundred and six Thousand Pounds :*

Calculated on the Imports and Exports, of the Year ending January 5, 1798.

Specification of the different Trades.	Ships.		Tons including their repeated Voyages	Estimate of the number of Packages out & home.	Total value of Imports and Exports.	Estimated amount of Plunder on each Branch.
	Foreign.	British.			£.	£.
East-Indies	3	50	41,466	300,000	10,502,000	25,000
West-Indies	11	335	101,484	400,000	11,013,000	232,000
British American Colonies	0	68	13,986	65,000	1,638,000	10,000
Africa; and the Cape of Good Hope	0	17	4,336	20,000	531,000	2,500
Fisheries: Northern and Southern	0	45	12,230	20,000	314,000	2,000
United States of America	140	0	32,213	260,000	5,416,000	30,000
Mediterranean and Turkey	29	43	14,757	70,000	509,000	7,000
Spain; and the Canaries	119	2	16,509	60,000	947,000	10,000
France; and the Austrian Netherlands	121	1	10,677	20,000	1,015,000	10,000
Portugal and Madeira	55	125	27,670	50,000	853,000	8,000
Holland	329	0	19,166	60,000	2,211,000	10,000
Germany	172	63	37,647	240,000	10,672,000	25,000
Prussia	527	81	56,955	60,000	432,000	10,000
Poland	31	38	17,210	70,000	242,000	5,000
Sweden	100	9	14,252	50,000	322,000	3,000
Denmark	194	8	48,469	60,000	806,000	5,000
Russia	5	225	56,131	150,000	2,017,000	20,000
Guernsey, Jersey, Alderney and Isle of Man	4	42	5,344	15,000	302,000	2,000
Ireland	3	273	32,824	160,000	2,539,000	5,000
Coasting Trade	0	6,500	560,000	900,000	6,600,000	20,000
Coal Trade	0	3,676	656,000		1,710,000	20,000
	1843	11,601	1,779,326	3,030,000	60,591,000	461,000
Ship-Owners of 13,444 Ships and Vessels	Estimated Annual Loss in Tackle, Apparel and Stores					45,000
Total Depredations estimated at						£.506,000

By contemplating this general State of the immense Commerce of the River Thames, in the particular light in which it is placed, the mind is assisted in forming a conception (which might otherwise be extremely difficult) of the existence and extent of the Depredations which have been committed.

It certainly exhibits a very unpleasant picture of the state of morals among the Labouring Classes, whose assistance is indispensably necessary in moving this immense Machine.

But while their profligacy is sincerely deplored, it is an act of justice to state, that the major part confine themselves entirely to this species of Pillage; and that many of this class of men, who, from early habits and the force of evil example, have become deeply implicated in offences of this nature, would shudder at the idea of committing a Burglary, or robbing on the Highway.

Hence a hope is entertained, which has indeed already been proved, and will be shewn in the sequel of this Work, not to be fallacious, that practicable means exist, whereby this excessive evil may be kept down if not nearly eradicated.

The leading cause of the evil is to be traced, to the total deficiency of any measures of Preventive Police, calculated gradually to check the progressive increase of Crimes: the constant and never-failing attendant on the accumulation of Wealth. In the course of the advance of the latter, which has been already

already shewn to have been rapid beyond all example, nothing material has been attempted towards the suppression of the former; and hence it has followed, *that Commercial Riches* and *Criminal Offences* have grown up together. Preventive Police may be considered as a *New Science*, yet in its infancy, and only beginning to be understood. Its nature and the effects which it has produced, with respect to one great branch of Commerce, will be explained in the following Chapters.

CHAP.

CHAP. IV.

The causes which produced the Institution of the Marine Police.—The proceedings which preceded its establishment.—A general view of the State of Delinquency, and an estimate of the number of Offenders, in a course of Criminal Turpitude, previous to its adoption:—1. *Mates of the numerous Ships trading to the River*—2. *Petty Officers, and Crews employed in the Trade*—3. *Inferior Officers of the Revenue of Customs and Excise, and Custom-house Watermen*—4. *Lumpers employed to load and discharge Ships in the Thames*—5. *Coal-heavers employed in the River*—6. *Journeymen Coopers employed in discharging Ships in the River*—7. *Watermen plying between London Bridge and Greenwich*—8. *Journeymen Lightermen employed in the River*—9. *Mud-larks and Rat Catchers*—10. *Watermen in Ships and Lighters, and on the Quays*—11. *Labourers on the Quays, denominated Scuffle-hunters*—12. *Labourers in the Commercial Warehouses*—13. *River Pirates*—14. *Night Plunderers*—15. *Light-Horsemen*—16. *Receivers of Public and Commercial Property, in twelve Classes.—Recapitulation of the* 12 *Classes of Receivers estimated at* 550.—*Recapitulation of the numbers of the different Classes of Delinquents who contribute to the Depredations on Commercial Property:—Explanatory Observations*

Observations applicable to the subject.—The new System of Marine Police explained.—The judicial Department.—The Marine Police preventive Department.—The Department for employing Lumpers.—The general Department of Accounts.—Recapitulation of the whole, with a general View of the Annual Expence.—The number and functions of the permanent and occasional Officers.—General observations respecting the advantages of the design.

Such were the evils with which the Commerce of the Port of London was afflicted, and such were the extent and magnitude of the Depredations committed on West-India produce, and Merchandise of every description, as well as on the Tackle, Apparel, and Stores of Ships, Vessels, and Craft in the River Thames, as represented in the two preceding Chapters to have existed, and to have advanced progressively during many years previous to 1798.

At this period the Trade of the River Thames had arrived at a height of unparalleled prosperity. The importation of West-India produce was not only very extensive, but the value of the different commodities was much enhanced; of course the pecuniary loss by Pillage was greatly augmented, and appeared, in spite of every exertion on the part of the Committee of West-India Merchants, to be increasing yearly.

After

After trying every expedient, and incurring an enormous expense in Rewards and Prosecutions, without appearing to diminish the evil, the expedient was at length suggested by the Author of this Work, of forming *a System of Police, applicable to the peculiar circumstances of the Trade of* the RIVER THAMES.

On the 30th of January 1798, the Committee of West-India Merchants, after fully considering the plan submitted to its consideration, for this purpose, entered into a resolution to carry the same into effect, with the approbation of his Majesty's Executive Government.

On the 27th of February following, a *General Meeting of the West-India Merchants confirmed the resolution of their Committee*, and which soon after received the approbation of a *joint meeting of both the Planters and Consignees.*

On the 27th of March, His Majesty's principal Secretary of State, to whom the plan of the Marine Police had been previously explained, gave his full approbation of the measure, on behalf of Government; and this sanction was afterwards explicitly confirmed on the 16th of May, by a Letter from His Grace the Duke of Portland to the Right Hon. Lord Penrhyn, Chairman of the West-India Planters. (*t*) In consequence of the sanction and approbation

(*t*) MY LORD, *Whitehall, May* 16, 1798.

I have this moment received the answer of the Chancellor of the Exchequer to the proposal I made to him, relative to that part of

bation of Government thus obtained, the West-India Merchants, at a Meeting held on the 8th of June following, resolved to carry the plan of the Marine Police Institution into immediate effect, at the same time soliciting the assistance of its Author, in superintending the execution of the design. This request was followed by another from his Majesty's Principal Secretary of State, (*u*) confirming the approbation

of the expence of the Marine Police Establishment, which appeared to me ought to be borne by Government; and I have the honour to acquaint your Lordship, that he intirely agrees with me in opinion; and your Lordship will therefore have the goodness to inform the Gentlemen, you are to meet this morning, that the Articles numbered 2, 4, 8, 9 and 10, in the plan, which was put into my hand, will be defrayed by Government; and that I shall be ready to give every assistance and facility in my power, to the accomplishment of this measure. I have the honour to be,

MY LORD,

To the Right Hon. Your Lordship's most obedient Servant,

Lord Penrhyn. PORTLAND.

(*u*) SIR, *Whitehall, June* 11, 1798.

As the Planters and Merchants interested in the West-India Trade, have solicited the sanction of Government to the establishment of a Marine Police, conformably to a plan which you have given them of such an Institution; and as I am of opinion, that very considerable advantages will arise to the Public, from your superintending its being carried into effect, I second with great pleasure their wishes for your assistance, which have been expressed to me by that very respectable Body, and very heartily join in the request they have made to you to that effect. As I am fully sensible, by your acceding to this proposal, that a certain portion of the time you so usefully devote to the duties of your present station, must be dispensed with; and as I am aware, that that circumstance must operate upon you in such a way as to induce you to decline this

approbation of Government, and seconding in very handsome terms, the wishes which had been expressed by the West-India Body.

On the 15th of June, the Committee acting for the Planters and Merchants, in the affairs of the Marine Police, recommended JOHN HARRIOTT, Esq. to His Majesty's Principal Secretary of State, as a gentleman well qualified to execute the functions of resident Magistrate; and soon after the KING's pleasure was signified, that his name should be inserted in the Commissions of the Peace, for the Counties of Middlesex, Surry, and Kent,(x) and he was appointed to

this offer, I think it necessary to inform you, that in case of your assenting to the above proposals, I have secured you a proper substitute, who will take upon him your duty at Queen's Square, at the time at which you must be necessarily absent from it, and that I have taken care that a proper provision shall be made for the remuneration of the Gentleman during that period.

I am with great regard,
SIR,
Your most obedient,
Humble Servant,
PORTLAND.

To Patrick Colquhoun, Esq.
Public-Office, Queen-square,
Westminster.

(x) Mr. HARRIOTT had for several years, acted as a Magistrate for the County of Essex, where his talents, integrity, and public spirit had justly procured him one of the most handsome public testimonies of intrinsic worth, that ever fell to the lot of any individual to receive. His indefatigable attention to the public interest, since he has presided at the Marine Police Office—His zeal for the public good—His prudence, discretion, and humanity, in the execution of the Laws, and the important trust committed to his charge, joined to the extensive local and nautical knowledge which he possesses, and which he employs, with the assistance of an acute and discriminating mind, in carrying systematically into effect the plan of

to second the exertions of the superintending Magistrate, in carrying into effect this important design; which was preceded by the publication of a Report of the West-India Merchants (*y*) explanatory of the System, which ultimately commenced on the 2d of July 1798, at a commodious Office, conveniently situated close to that part of the River which forms the centre of the discharging births, or places, where the Ships deliver their Cargoes, at No. 259, Wapping New Stairs.

Preparatory however, to the adoption of specific arrangements for carrying into effect this arduous undertaking, it became a measure of necessary prudence, to acquire as accurate a knowledge, as the nature of the case would admit, of the actual state of the delinquency, which was to be combated in all the forms it assumed, and under the various sub-divisions into classes, which, from the want of a regular system of preventive Police, had been suffered to be matured into the hydra which had, at length, become so noxious and formidable.

The iniquitous devices of this criminal phalanx, and the consequent injuries which have arisen to different branches of Commerce, having been already developed, and exposed in the two preceding Chap-

Police which has been adopted, for the protection of Commercial Property, is best explained by the success which has attended this important design, in diminishing in so great a degree (without resorting to acts of severity) the delinquency which had so long afflicted the Trade of the River Thames.

(*y*) See Appendix, No. III.

ters, the numbers which compose this horde of offenders, fall now to be considered in a collected point of view, for the purpose of preparing the mind, by an apposite elucidation, for the arrangements of Police which were found necessary to be adopted.

In forming estimates however, of this nature, it would be vain and presumptuous to aim at accuracy, where, in the nature of things, so much must depend upon conjecture:—It is only necessary to state, that in the following subdivisions, which form the scale of aquatic delinquency, infinite pains have been bestowed in procuring information and data to assist the calculations, so as to bring them as near the truth, as the nature and circumstances of the case would admit.

ESTIMATE *of the number of Delinquents, who have been discovered to belong to the general mass of offenders, in embezzling and stealing Commercial Property, and the Tackle, Apparel, and Stores, of Ships and Vessels in the River Thames.*

I. MATES OF SHIPS AND VESSELS LADING AND DISCHARGING IN THE RIVER. (z)

IT is to be lamented, that among this class there should have been so many implicated in offences of this nature, especially the principal Officer on board in the absence of the Ship-master, in whom an important trust is reposed: but it is a melancholy

(z) In this description, Mates of East-India Ships are excepted.

fact, that the numbers who have thus been seduced and betrayed into these practices, could not easily obtain credit, except with those whose peculiar situations afford opportunities of investigations of this nature. Holding a certain rank in Society, with emoluments (*a*) very unequal to the wants of a family, they resort generally to illicit Trade, as a means of bettering their condition. The facilities which become necessary to carry on these clandestine practices, generate connections and intimacies with the lower classes of the Revenue Officers, which too often terminate in conspiracies to rob the Cargo. The transition from one offence to another is easy; and small beginnings (*b*) generally terminate in greater

(*a*) It would be an act of great policy and justice, and an improvement in *nautical œconomy* likely to produce incalculable advantages, to pass a Law regulating the wages of Ship-masters, Mates, and inferior Officers; placing those who are in responsible situations, by a competent pecuniary allowance, above the temptation of resorting to criminal actions to make up deficiencies. But such an arrangement would not be effectual, unless the selection be purified by rendering every Master and Mate incapable of acting in either of these important trusts, until after producing certificates of moral character, and undergoing an examination before a competent Board, they are certified to possess sufficient nautical Science, and are in every respect fit for the stations they are destined to fill; a precaution of this kind would preserve purity of morals,—would compel men of this description to educate themselves better, and would preserve in many instances, both the lives of his Majesty's subjects and the property of Underwriters. The adoption of this system in the East-India service, has rendered the Commanders and chief Officers *the best Navigators in the World.*

(*b*) A case recently occurred, where the Mate of an outward-bound

greater offences. Considering that there are at least 1,100 Mates of British Ships in the Foreign Trade, and about 1,300 in Foreign Ships, (*c*) besides 1,040 in the different Coasters, making an aggregate of 3,444, who trade to the River Thames, under circumstances where they have many opportunities to form criminal connections with corrupt Officers and Receivers of Stolen Property; (*d*)—Taking also into the

bound Vessel, in conjunction with a Revenue Officer, was discovered to have been concerned in breaking open a hat-box. Two of the identical hats which had been stolen, were worn by these two offenders when apprehended, and they both confessed that they were a part of the Cargo. The same Mate having afterwards stolen a trunk of dry goods from the Ship, detection followed, and he was committed to take his trial. In Autumn 1798, a West-India Ship was plundered of a large quantity of Coffee. The vigilance of the Marine Police detected one of the Boats conveying it on shore. The Mate afterwards acknowledged that he was connected with the Officers of the Excise and Customs, by whose assistance and collusion this robbery was committed. The Mate and Steward became evidence for the Crown, and two of the Officers suffered death. Various other instances could be adduced, (and indeed have already been adduced in other parts of this work) of the criminality of Mates, although it is but too evident to those who turn their attention minutely to investigations of this sort, that previous to the preventive system, not one offence in a hundred came in any shape to light.

(*c*) The Mates of Foreign Ships, and others who compose the crews, while lying along side, or in the vicinity of West-India Ships and outward-bound Vessels, lading Sugar, Coffee and Tobacco, &c. are in the habit of purchasing West-India articles, Tobacco, &c. which is obtained by pillage. These Vessels afford considerable facilities to plunder, while from their peculiar situation detection is difficult.

(*d*) The devices practised formerly by Mates having criminal connections with Revenue Officers, shew how perfectly those iniquitous practices

the calculation the numbers who have been detected, and the scenes of iniquity which have been developed in the progress of judicial investigation, it may not be unfair to conclude, that in so great a number, *five hundred* may have been implicated, more or less, in the numerous offences which distressed the Commerce of the Port of London.

practices were systematized. It is the duty of the Exeise Surveyor to call on board of Rum Ships every day, to take the *dry inches*, with the number of each cask, and then to enter the survey not only in his own, but in the subordinate Officer's book, to prevent frauds; but in consequence of a previous concert between the Mate and the Revenue Officer stationed in the Ship, it is said to have not seldom happened with a view to prevent the Surveyor from taking stock, when pillage was in contemplation, that the Rum casks have been purposely covered with *Hawsers*, *Ropes*, *Wood*, and other Lumber, so as to render them inaccessible. This object attained, the incumbrance was removed as soon as the Surveyor departed, and with the assistance of a small pump, called a jigger, and other instruments, already frequently alluded to in this work, from three to four gallons of Rum is removed from each cask, filled into bladders with nozles and sent on shore. The pillage being thus previously obtained, the Excise Surveyor is permitted, by the removal of the obstacles, to take the dry inches. In this manner the superior Officers have been frequently deceived, and large quantities of Rum have been plundered. Coffee casks were pierced with a a large tap borer, into which a tin tube has been put, so constructed as to admit of the beans running freely into bags; when a sufficient quantity is obtained the hole is plugged up. A similar tube was used in drawing Pimento from the bags. By this device, a *black strap* or bag, would be filled from several packages without spilling a grain. Ginger-bags were cut at the top, and after a quantity was taken out, they were sewed up.

II. The Petty Officers and Crews of Ships and Vessels, Lading and Discharging in the River Thames.

The evil example of the Mates, (if such were necessary,) produces in not a few of the individuals, whether Second Mates, Stewards, Carpenters, Mariners, or Boys, who compose the crews of 3,440 Ships, which visit the Port of London from *once* to *forty-eight* times in the course of a year, a desire to share in the general pillage which has so universally prevailed. Admitting the crews of 2,400 Ships, (which is about the average number employed in Foreign Trade,) to amount to 30,000 inferior Officers, Mariners and Boys; and the Coasting Trade which employs 1,040 Vessels, to require 4,000; and deducting from this aggregate 10,000 British Seamen, who leave their respective Ships on their approaching the Port, or are impressed into his Majesty's service, the result will be, that out of 24,000 Seamen and Boys, a considerable proportion are on the River Thames several times in the course of a year. Hence they become open to seduction, and to the influence of the evil examples to which they are exposed, not only from the iniquitous practices which they witness in their own and other Ships often under their immediate view; but from these Mariners being too generally, whether *British* or *Foreigners*, under the influence of the lowest and most profligate class of females, who often plunder them of their

their fair earnings, and then seduce them into acts of pillage and thieving, for the purpose of ridding them of the embarrassments which their indiscretions produce.

British Seamen in general, are a brave, but a thoughtless and dissipated race of men. Their habits of life are hostile to those principles of morality which would otherwise operate as a barrier against that species of dishonesty, which has been rendered familiar by evil example. They would be shocked at the idea of committing a robbery on shore, while they too easily reconcile their minds to offences on Ship-board, which are equal criminal in a moral point of view, and on which the Laws have inflicted, in many instances, a punishment not less severe. That system therefore of Police Regulations, which shall operate in restraining this numerous and useful class of men from acts of delinquency, while it at the same time protects them against the gross and iniquitous frauds and pillage to which they are exposed, must be acknowledged a very great, and at the same time, a most beneficial and humane improvement in the Political Œconomy of the Nation. Until such a system can be perfected, (and happy it is for Society that the object is attainable,) they will continue to be the deluded objects of imposition, and a prey to misery and distress at that period of life, when ease and comfort is necessary and desirable to man.

Recurring again to the aggregate of 24,000 individuals,

viduals, which is supposed to compose the whole number of Petty Officers, Seamen and Boys, who visit the Port of London, in the course of a year, it is painful to state, that, at least, 4000 may have been implicated in acts of aquatic delinquency.

III. Inferior Officers of the Revenue of the Customs and Excise, employed and stationed in Ships and Vessels in the River Thames.

Nothing but an ardent desire to see a remedy applied to the evils that exist, through the medium of a certain proportion of this class of men, both as they respect His Majesty's Revenue, and the general corruption of Morals which prevail, could have incited a developement, over which impulses strongly operating on the feeling mind, would have otherwise drawn a veil.

Unwilling suddenly to credit what might appear to the common observer as improbable, and impressed with sentiments favourable to a clafs of Individuals apparently controuled by a system, at the head of which are men of the purest morals, acting zealously for the public good; it was not until much unsolicited evidence, confirmed by *specific*, and in some instances *atrocious acts* of criminality, pressed itself upon the attention, that an investigation was attempted of the practices of Revenue Officers, employed in guarding the public interest in Ships and Vessels, lading and discharging in the River Thames.

But

But reflecting, that the major part is composed of a class of men, whose original education and habits did not, in many instances, afford the means of acquiring correct notions of moral rectitude :— that they are in general indigent and needy, with calls upon them which require a more ample income than they possess; and with wants which go beyond the habits of a common labourer, though with resources less productive :—reflecting also, that the peculiar nature of the system removed them to an almost inaccessible distance from the source of general superintendence, which could never be approached but through the medium of a gradation of subordinate Officers, rendering the peculiar merit or demerit of this class of men not easy to be known, and, therefore, holding out no hopes of benefit or advancement as a reward for integrity, while the fear of losing an employment in itself so unproductive, ceased to operate as a stimulus to good and laudable actions; it ceased to be a matter of wonder, that such men should be open to seduction, and that a disposition should generally be manifested to avail themselves of every opportunity which occurred of increasing their emolument, at the expence of that Revenue which they were bound to protect.

Hence it would seem, that many of this class of Officers were led on, step by step, urged by the demands of their families, and the increasing expence of livelihood, to acts of Turpitude and Delinquency, which other inferior Officers appointed to control them,

them, and upon whose report their fate depended, might be disposed to wink at, from a dread of the exposure of some irregularities in their own conduct, in the acceptance of prohibited Fees.

Standing in this situation, where the power of Punishment extended no farther than dismission;—Where no means of detecting Offences existed, and where, even in cases of Detection, no Prosecutor was called upon to promote the ends of Justice;—where no Police attached as an appendage to the System, for the puspose of over-awing persons in the progress of committing Offences, they naturally increased. The causes therefore, are thus easily explained, which have produced the enormous abuses, whereby the interest of the Revenue, and the rights of Individuals, have been in so extensive a degree invaded.

It would appear from information, which has been derived from various sources, agreeing in all the leading features, that the inferior Officers of the Revenue may be divided into the following classes:—

1. Those who have been, for a considerable length of time, hackneyed in all the abuses which have prevailed in the River, who carry on their Depredations to a great extent, in connection with Criminal Receivers, and who also contribute, in no small degree, to the seduction of Mates, and the petty Officers, who are strangers, by bringing them over to their nefarious designs.—These are generally denominated *Game Officers*.—Many of this description are apparently correct in their attendance upon duty, and never subject themselves to the imputation of being *negligent Officers*. They are moreover in general *acute* and *penetrating*, capable of

of devising and carrying plans of Depredation upon the Revenue and the Individual into execution, while, at the same moment, they have the address to make their superior Officers believe them honest and faithful. As soon however as they are placed on board at Gravesend, they begin to lay their plans. If the Mate is a stranger he is sounded,—an intimacy is formed, and Proposals are hazarded, for abstracting a part of the Cargo. The Mate is reconciled to the measure, by the observation that it never will be missed,—that under the wings of the Officers a discovery is impossible, and that it will put a good deal of money into all their pockets. Preliminaries being thus settled, the particular mode of committing the Plunder is adjusted. When the Ship arrives at her moorings, the Copeman or Receiver is sent for, and the prices of the different articles, which are to be disposed of, are settled.—

Sugar is sold under the Flash Term of *Sand*
Coffee . . . . . *Beans*
Pimento . . . . . *Pease*
Rum and other Liquors . . . . . *Vinegar, &c.*

The Copemen provide Bags, Jiggers, Bladders, and other conveniences, and when matters are previously adjusted, the Plunder goes on to a great extent in the night. In some instances the three Officers of the Customs and two of the Excise, are said, upon no vague authority, to have pocketted from 30*l.* to 50*l.* each, from the Plunder of a single Ship; besides what was obtained by the Mate and petty Officers, and the Copeman and his gang of assistants, which frequently amounted to a very large sum, as has been already explained in the Second Chapter, in which the nefarious Practices of Night Plunderers, called *Light-Horsemen*, are exposed. The Pillage of the Cargo generally began about Eleven o'Clock at night, after all the visiting Boats of the Customs and Excise had left the Ship, and

continued

continued usually till five in the morning, making repeated trips on shore during this period, and changing the Signals every time to prevent Detection. An instance, however, has been stated to the Author, where this species of extreme caution did not avail. A Prevention Boat belonging to the Revenue rowed up to the bow of a *Game Ship*, when one of the Officers asking, in a low tone of voice, *Are you ready?* The answer was in the affirmative; and instantly three bags of Sugar were lowered down of nearly *two cwt.* each. On going on board, two more bags were found; but the matter is said to have been hushed up.

It will be shewn in the sequel, that the Police Surveyors upon the River, have completely defeated these abominable Conspiracies. They are not confined to hours, but are out the whole night in different directions, watching in particular the Ships that are suspected.

II. Officers who merely connive at Pillage and Plunder, in consideration of a certain gratuity, and who do not partake themselves in the general spoil.

III. *Extra Officers*, who are only paid 3*s.* per day for about six months in the year, while they are employed.—Their fair emolument producing only about 27*l.* a year on an average, they are, with some exceptions, always disposed to sacrifice their integrity and the public interest, to what may appear to be for their own advantage; and by considering the short duration of the period of their power, seldom lose an opportunity in making the most of it, by resisting any proposition, whereby this object can be promoted.

IV. *Glut Officers*, who are only sought for when great Fleets arrive, and the Port is exceedingly crowded. In this situation such, in general, are accepted of as can write decently; they are of course generally composed of illegal Lottery Insurance Clerks, occasional Waiters at Taverns, and other outcasts, who have no settled employment, and who are said to have

have considered such temporary appointments as a kind of harvest, which they are to render as productive to themselves (while the Power remains) as circumstances will admit, and of course are glad of every opportunity of benefiting themselves at the expence of the Merchants and the fair Traders.(e)

V. *Pure Officers*, part of whom belong to all the different classes; but who are generally *scouted* by their associates, while it too frequently happens, from the circumstances already stated, and the interest which criminal Officers take care to preserve with their immediate Superiors, that no channel exists whereby they can convey useful information.

VI. *Custom-house Watermen.*—Among this Class are certainly many impure Characters, who have been known to be in connection with the *Game Officers* on board the Ships, for whom they have been generally considered as safe carriers, because if met by a Superior Officer the Goods were converted immediately into a Seizure, and conveyed to the Custom-house: but if they escaped notice, the booty was conveyed to the Copeman, or Receiver.

(e) The following account of these Officers is given in the very words of a person extremely well-informed on the subject.—"The Glut make interest with the superior Officers of the Customs, to be employed when large Fleets arrive from the West-Indies. Their pay is 3*s.* a day while on duty. They have seldom a farthing in the world when they go on ship board, having spent all in making interest to procure what is called *a good Ship*, and sometimes *a good Birth* ———" that is, a situation where, from the absence of the Captain, and the rascality of the Mate, a conspiracy is formed to plunder the Ship. Their System (to use their own language) is *to make Hay while the Sun shines*; and they have been known to make from 15*l.* to 20*l.* by a single Ship so circumstanced."

An

An instance is stated to the Author, on an authority which admits of no doubt, that in a System of Pillage carried on by the Mate, and *Game Revenue Officers*, on board of a Ship Outward-bound for Hamburgh, some of the Gang who were engaged night and day in this business, consisted of Searchers' Watermen, whose particular situation, as Officers, tended in some degree to shield them from suspicion, though in this respect they have not always been successful, as Convictions have taken place where Revenue Watermen have been detected with Goods without the broad Arrow, to denote that they were seized, and rowing in a different direction from the Custom-house.

The number of inferior Officers employed by the Customs may be arranged as follows:

I. 200 *Established Tide Officers*, having a Salary one half of them 40*l.* and the other 35*l.* a year, and 1*s.* a day while on Duty. A considerable proportion, however, is appointed to superior duty, as Acting Surveyors, in the Summer when the Fleets arrive, and have a certain influence in appointing Extra and Glut Officers to Ships. Their average fair emolument 55*l.* a year.

II. 200 *Preferable Officers* who receive 3*s.* 6*d.* a day without any Salary. They may be employed two-thirds of a year, and may receive at the rate of 42*l.* a year.

400

400 Of-

400 Officers brought over.

III. 300 *Extra Officers* (or thereabouts,) who receive 3*s.* a day while employed, or about 27*l.* a year; having only duty to perform for about half the year.

IV. 150 *Glut Officers*.—These receive also 3*s.* a day while employed, which seldom exceeds two months, and therefore their fair earnings cannot average above 10*l.* a year each.

850

Besides these 850 inferior Officers, or thereabouts, (for as their numbers vary they can never be exactly ascertained) there are 82 Custom-house Watermen who are attached to the Superior Officers, who survey the different Ships in the River, viz.

		Watermen.
4	Inspectors having	16
16	Tide Surveyors having	32
3	Preventing Officers	6
1	Tobacco Inspector	4
4	Tobacco Surveyors	8
4	Wood Farm Officers for Timber	8
4	Coast Officers	8
36		82

The Watermen are divided into three Classes.—Those that are *established* receive 35l. a year; the *Preferable* 3s. 6d. a day for two-thirds; and the *Extra* 3s. a day for about half the year.

The

The aggregate, therefore, of inferior Officers of the Customs who do duty on the River, may be estimated at 932; and perhaps there are about one-third of that number in the Service of the Excise, making in all about 1200 inferior Officers, whose Salaries, or allowance, run from 10l. to 55l. a year.

Looking at the subject in the point of view in which it is thus placed, humanity pleads in behalf of this miserable Class of men. Few of them, except the Watermen, have opportunities of making Seizures, and these too have experienced a prodigious reduction in their emoluments, since the vigilance of the Marine Police has, in so great a degree, banished Delinquency and Smuggling from the River.

A Custom-house Waterman, who appeared to be a man of veracity, while he candidly acknowledged to the Author the utility and necessity of the Marine Police, stated at the same time his loss by the diminution of Seizures, to be equal to from 35l. to 40l. a year.

Where no fees are authorized, *none will be given but for connivance at clandestine transactions.* The inferior Officers are in this precise situation: their emoluments are inadequate to the support of their families, and hence they have too easily yielded to temptations; stimulated by *want*, and reconciled to bad actions by the force of example, and the sanction which *forbearance* and a deficient System of œco-

nomy and Police had given to offences of great turpitude.

Were there not abundance of proofs in the detection and conviction of so many of this class of men, the occasional dismission of such numbers shews that their purity and integrity is not of that cast which can beget confidence.

Taking therefore, all circumstances together, it may not be too much to state, that out of 1200 inferior Revenue Officers who have been employed on the River duty, *Seven Hundred* may have been, more or less, profiters by the excessive Plunder, which seems to have been more or less general in every line of Commerce.

It appears from various accurate channels of information, that the evils which have arisen from the Criminal Conduct of many inferior Revenue Officers, is confined to no one particular line of Trade; but pervades the whole, and in particular Outward-bound Ships, which were never supposed to be objects of attention, no suspicion having arisen of their being in danger of being plundered. These have therefore, of late afforded the best opportunity of acquiring a large booty with a less degree of risque.—This was some time since discovered by Revenue Officers and their associates. By sleeping near the Cargo a knowledge is acquired of the means of obtaining valuable Packages, by which Government is defrauded of the Debentures, and the Merchant loses his Property, implicating at the same time

time the character of the fair Trader, and generating disputes between Shippers and their correspondents, of a nature the moſt disagreeable. Important as it certainly is, to guard by every possible means the security of the Revenue, with respect to Debenture Goods, the System does not seem to admit of the same minute accuracy as prevails with respect to goods imported; and hence enormous frauds have been discovered. When a Ship proceeds outward-bound down the River, if the Plunder cannot conveniently be removed till she reaches Gravesend, every facility is found there with respect to the concealment; and where a sale cannot be effected at the price which is expected, the goods purloined are returned to London in the Gravesend Boats, without any suspicion whatever being excited.

IV. Lumpers employed to load and discharge Ships in the River Thames.

The illegal proceedings of this description of Labourers have already been developed in the Second Chapter. (Div. IV. p. 62.) They may be divided into three Classes:

1st. Regular Lumpers who are employed all the year round in labouring in the Rigging and outfit of Ships; and also as *holders*, or persons who unstow the Cargo during the discharge, set up the *Derick*, &c. and who are generally complete Seamen - - 400

Brought forward	400
2d. Inferior Lumpers who are not always Seamen by profession, but who are in the habit of working on board of vessels in the character of *Deckers*, or persons who hoist up the Cargo upon deck, and from thence into the Lighters, and seek their living chiefly among the Shipping - - - - - - - - - -	600
3d. Occasional Lumpers who resort to the River when great Fleets arrive, for temporary employment - - - - - - - - - - - - - - - -	400
Total . . .	1400

When the general profligacy of manners, which has been found to pervade this great body of Labourers, is considered, by a reference to the details already given of the mischievous habits they have contracted, and the evil practices of which too many of them have been guilty, it may reasonably be concluded, that out of 1400 who follow this employment, at least *Twelve Hundred* have been, more or less, concerned in the Pillage of Commercial Property.

V. Coal-heavers employed to discharge Colliers in the River Thames.

As the Metropolis and its environs require 850,000 Chaldron of Coals annually, for the consumption of the inhabitants and numerous Manufactories, it appears that the weekly supply must amount to 16,346 Chaldrons, or 74 Cargoes of 221 Chaldrons each.—

To

To discharge these vessels, making allowance for sickness, and occasional absence, it has been already stated, that at least 800 men must follow this laborious employment, of whom 600 may be classed among those who have been following pilfering practices, exclusive of those who discharge the Lighters.

A general opinion prevails, that the Coal-heavers are extremely numerous, from the immense labour which they perform in the course of a year. It is however, by no means the case; and even a considerable proportion of those who are employed, are Soldiers in the Guards.

VI. Journeymen Coopers employed in the discharge of Ships and Vessels in the River Thames.

Supposing 200 Ships of all descriptions, under discharge at one time in the Port of London, and each, from the particular nature of the Cargo, to require two Journeymen Coopers, it would follow that 400 of this Class are employed, with certain interruptions, in Ships and Vessels in the River Thames. Enough has been stated (in Chapter II. Div. V. p. 65.) to shew the disposition they have manifested, not only to commit acts of Pillage themselves, but to be instrumental in affording facilities to others. Many circumstances warrant a conclusion, that at least 300 of this Class may be considered as Delinquents.

When

When the Journeymen Coopers were sent on board of the West-India Ships in 1798, which were under the control of the Marine Police, where no Plunder could be obtained, on account of the sworn Constables placed on board, the greatest clamour ensued, and they insisted on an advance of Wages.

VII. Watermen plying between London Bridge and Greenwich, who are attached to outward and homeward-bound Ships in the River Thames.

It has been generally supposed, that about 900 Watermen are either attached to particular Ships lading or discharging in the River Thames, or are occasionally employed in conveying provisions and baggage, or in landing articles sent on Shore. The facilities which many of this Class afford in conveying Plunder from these Ships, has already been explained (in Chap. II. Div. VI. p. 66.) and the evidence of their evil practices has been too clearly evinced, by numerous Convictions, to admit of a doubt, *that* 500 *at least are men of loose conduct*, who require to be narrowly watched, inasmuch as not a few of them have been proved guilty of seducing Seamen and others to commit acts of Pillage, and assisting them in the conveyance and disposal of the booty.

VIII. Jour-

VIII. Journeymen Lightermen employed in conveying Goods and Merchandise to and from Ships lading and discharging in the River Thames.

This Class has been already pretty fully treated on (in Chap. II. Div. IX. p. 70.) They belong to the Society of Watermen. Their hostility to the security of Commercial Property has been already explained;—their numbers are to be ascertained by having recourse to the Lighters, which they navigate in various branches of Trade. It has been shewn that the following Craft are employed in the Trade of the River, exclusive of Coal Barges, namely—

402 Lighters 388 Punts 790	Employed in lading and discharging Ships and Vessels outward-bound and homeward-bound, including the West-India Trade.
400	Barges in the Deal and Timber Trade.
1190	. . Total;

which may be supposed, making allowance for absence and sickness, to give permanent and occasional employment to about One Thousand Five Hundred Journeymen Lightermen and their Apprentices. Their Employers, the Master Lightermen, are generally persons of much respectability, who sensibly feel the injuries and inconveniences to the Public and to themselves, which result from the loose

loose conduct and profligacy of not a few of their Journeymen; five Hundred of whom are supposed to compose a part of the Criminal Confederacy upon the River, and to require the watchful eye of the Police. Before this new System existed, it was not unusual for this Class to remain in their Lighters alongside of West-India Ships so long as Pilfering went on: wherever nothing is to be procured, from the circumstance of the protection of the Police being extended to particular Ships, they are now in the habit of leaving their Craft to be laden by the Lumpers, and seldom return till called upon to convey them to the Quays.

IX. Mud-larks.

[The derivation of this term, and the nature of the Depredations carried on by those who are distinguished by it, have been already stated (in Chap. II. Div. VII. p. 68.)]

The number of individuals who compose this Class cannot easily be ascertained. They may be said to be *aquatic Itinerants*, who increase or diminish according to the resource which is afforded for obtaining Pillage by their own devices, or giving facilities to those who convey Plunder from Ships and Craft in the River.—They are proper objects for the attention of the Police. Perhaps their amount may be estimated, in different parts of the River where the Shipping lie, at *about Two Hundred.*

To

To these may be added another Class of men, who follow the profession of Catching Rats on board of Ships; whose conduct also requires a narrow inspection; and as to whom see Chap. II. Div. VIII. p. 69.

X. Watchmen in Ships and Lighters, and upon the Quays and Wharfs in the Port of London.

Among this Class there is a mixture of honest and criminal Characters; and also not a few who, without being impure themselves, from carelessness and timidity, or from considering themselves as under the direction and control of Mates, and persons having the immediate charge of Craft, suffer Depredations to be committed, and even assist in removing the spoil when required so to do, by those whom they look up to as their Superiors. Nothing can be upon a worse footing than the System of watching Commercial Property in the Port of London. In most instances it resolves itself into a mere mockery of Security, while the expence incurred by the Trade at large is enormous. The System is radically wrong, and from this source have originated many of the evils which have been detailed and explained in this Work. It frequently happens from an ill-judged parsimony, that only a single Watchman is employed to guard a valuable Cargo in the *Ship*, and in the *Lighters*; and this feeble and ineffectual guard is trusted, without any relief, sometimes, for three or four

four weeks together; and thus the Ship is allowed to be without protection, while this ineffectual guard is slumbering, for want of rest, in the Lighters. *The mere annual interest* of the Property lost by this mistaken œconomy, would be more than sufficient to support a regular and systematic Guard, controled and instructed by the Police, under whose guardianship, vigilance would be ensured, and collusive and fraudulent practices prevented.

On a supposition that the Watchmen employed in the Ships, and in the numerous Lighters and Craft on the River, laden with valuable Property, together with those that are employed as Guards upon the Quays and Wharfs, on both sides of the River, from Westminster Bridge to Deptford, may amount to 1000; it is much to be feared that 300 at least, are concerned in assisting in the commission of Crimes.

The following ESTIMATE, will elucidate and explain the nature and extent of the risque to which Commercial Property is exposed in the River Thames; —*requiring an efficient Guard:*

Statement for a Year in Foreign Trade.		*Cargoes.*
1,405 Cargoes inwards and outwards in British Vessels is		2,810
1,843 Cargoes in Foreign Vessels, supposing one-half in Ballast		1,843
400 Barges 402 Lighters 338 Punts	1,140 Craft laden with outward and homeward Cargoes, on an average each 40 times a year	45,600
	Carried over . . .	50,253
	Brought	

Brought over	50,253
To which add	
2,196 Coal Craft, having Cargoes in a year, estimated at	47,788
Total number of Cargoes, requiring to be watched, exclusive of the Coasting and River Trade, and the Property exposed on the Quays, &c. . .	98,041

*** Total estimated value of the whole Property, more or less exposed in the course of a year in Ships, Vessels and Craft, and upon the Quays, Wharfs, and Landing Places (*f*) . . . £.60,597,989 *Sterling*.

XI. Labourers on the Quays and Wharfs, &c. in the Port of London, generally denominated Scuffle-Hunters.

The general pursuits, and the universal Profligacy of this Class of Labourers, who may be considered as the Scum of Society, have already been explained (in Chap. II. Div. X. p. 75.)—Their number varies according to the opportunities which are presented, for affording the most productive harvest in the scramble for Plunder. This, however, to use their own language, is generally found at the *Water Side*, to which they resort, in crowds, in the throng Seasons, and obtain occasional employment through a want of a better Class of Labourers.—*Perhaps they may amount to about* 500 *in all.*

(*f*) See Table, page 22.

XII. La-

XII. Labourers in the different Warehouses in which Commercial Property is deposited in the Port of London.—(See Chap. II. p. 76.)

As it has been shewn that the value of the *foreign Merchandise alone*, imported into the River Thames, amounts to £.25,157,421 *Sterling* in the course of a year; and as it appears probable, that this immense Property cannot be contained in less than *One Million of Casks and other Packages*; the Warehouses necessary to contain these Goods must not only be very extensive, but the Labourers who are required to deposit, and afterwards to remove such a mass of valuable Goods, either for Exportation or home consumption, must be pretty numerous in all the different branches; and that from the state of Morals among the lower Classes, a general disposition to commit acts of Pillage must prevail wherever opportunities offer. This indeed, has been proved to be the case in a multitude of instances;—but as the Class denominated Scuffle-hunters, who have been already estimated, frequently mingle with the others, the Labourers in the Warehouses, in this view, may probably not exceed One Thousand on both sides of the River, and of these at least *Five Hundred may be considered as implicated in the general charge of Delinquency.*

HAVING thus taken a general View of the different Classes, who, in the course of their various employments in Ships, Vessels and Craft, and on the Quays and Wharfs, and in the Warehouses in the Port of London, are, more or less, the objects of attention on the part of the Police, from the discoveries which have been made of the turpitude of their conduct; it now remains to form some estimate of the number of those more atrocious Offenders, who seek not for the cover of employment in committing their Depredations on Commercial Property:—at the head of this Class stand—

XIII. RIVER PIRATES.

THE detail of the evil practices of this abandoned race of men, which is given in the Second Chapter, (Division II. p. 50.) supersedes the necessity of further observation as to the nature or extent of their Iniquities. Whatever a return of Peace may produce, their numbers have certainly diminished, as has been already noticed, since the commencement of the War; and, probably, could not be estimated at more than *One Hundred*; *when the Marine Police was established.*

XIV. NIGHT PLUNDERERS.

THIS Class comprising not a few of the Watermen, Coopers and Lumpers, who have been already enumerated, it may probably be nearest the truth

to

to estimate them at not more than *Two Hundred*, previous to the establishment of the Marine Police. Their illegal practices are elucidated and explained in Chapter II. (Division III. p. 52, &c.)

XV. Light Horsemen.

These have been explained in the Second Chapter, (Division III. p. 58.) to be men acting in concert with the *Receivers, Mates and Revenue Officers*, on board Ships in the Night, and in consequence of previous preparations, removing Commercial articles (particularly West-India Commodities,) to a great amount. The mischief they did was of course extensive; but their transactions having been the result of a preconcerted plan, and requiring great caution in the selection of the Labourers, it was certainly confined, comparatively, to a few hands. Exclusive of the *Mates, Revenue Officers* and *Receivers*; — considered separately — they probably, never at any time exceeded *Two Hundred*.

XVI. Receivers of Commercial and Public Property imported into, and exported from, the River Thames.

In looking at the various ramifications of this Pandæmonium *of Iniquity*, from which has gradually sprung up all those evils which have proved so destructive to public Morals, and to the Security of Commercial

Commercial Property, it is impossible not to be struck with the examples which are here exhibited of the power of avarice over the human mind, in drawing, in several instances, men of Property from the line of rectitude, which their situation in Society renders it their interest to pursue;—in plunging them into an abyss of Turpitude and Crimes, and subjecting them to those penal hazards, from which a purer conduct might exempt them, with perhaps an equal chance of accumulating wealth through the medium of honest industry. Yet such is the passion for becoming suddenly rich, and for acquiring the means of indulging in luxury and extravagance, that it is to be lamented among the various Criminal Devices to which men resort to gratify avaricious desires; the purchase of Stolen Property is one, which not only spreads broad and wide in this great Metropolis, but also attaches to Individuals, who, moderating their views, might pass through life with credit and reputation, without resorting to such Criminal Subterfuges.

The discoveries which have been made, not only of the systematic Trade of receiving and purchasing, at very reduced prices, Commercial Articles of great value; but also of planning and assisting in the execution of designs, which have *Robbery* and *Plunder* for their object, convey to the mind a very melancholy picture of human nature. But when to this are added deliberate attempts to seduce men, having the trust of a valuable property, from the paths

of

of honesty, by persuading them to commit felonies, and by holding out, not only those facilities which may assist them in eluding detection; but also the wages of iniquity in a large, though an inadequate pecuniary reward, when opposed to the booty which is obtained, it is impossible to contemplate a species of turpitude thus aggravated and increased, without feeling a strong anxiety to see remedies applied to an evil of the greatest magnitude.

This mischievous horde of delinquents, who thus propagate and nourish criminal offences, may be divided into twelve different classes.

I. *Receivers of the more opulent class*; to whom the foregoing observations particularly apply. These availing themselves of the pecuniary resourses they possess, give existence and vigour to depredation, upon a large scale, by solicitations and facilities, without which they could not have been committed; and when under the embarrassment of detection, avail themselves of their pecuniary resources, in calling forth the talents of Counsel and the whole chicane of the law, to enable them to elude the punishment due to their crimes; in which the friends of Morality and Justice have to lament that they are too often successful, producing thereby incalculable injuries to the Community at large.

Of all others, the individuals of this class are the most noxious and destructive to Commercial Property. Some of them have carried on Sugar Refineries chiefly by the spoliation which they fostered and encouraged.

couraged. They have accumulated wealth by purchasing Tea, Coffee, Hemp, Ashes, Deals, Timber, and many great articles of Commerce, at very reduced prices, which their credit in the Commercial World has enabled them to dispose of, without suspicion, at the full value.

II. *Receivers of an inferior Class*, who are in connection with small Grocers, and venders of Smuggled Goods, through whose medium the Lumpers have been accustomed to dispose of the Plunder they obtained, and which was afterwards conveyed by false Bills of Parcels to the Houses and Shops of the Purchasers, whose dealings amounted to a large sum in the course of a year.

III. *Receivers, in connection with Revenue Officers*, who are denominated *Copemen*, and who contribute, in no inconsiderable degree, to the Pillage which has taken place in outward and homeward-bound Ships, by the assistance they afford in finding means to convey the articles on shore, and afterwards in disposing of them.

IV. *Receivers who keep Shops* for the Purchase and sale of Old Iron and Old Stores, Hand Stuff, Junk and Rags, who deal with the Stealers of Cordage, Metals, and other articles, which they are ever ready to purchase, at an under price, without asking questions, and not seldom to cover the unlawful possession of King's Cordage, by certificates of similar Stores, purchased at the Sale of unserviceable articles at the Dock-yards.

V. *Receivers who keep small Grocers' Shops, and Chandlers' Shops* for Corn, and other articles.—These encourage Labourers, and others, who work on Shipboard and in Warehouses, to purloin Sugar, Rum, Coffee, Pimento, Ginger, Dutch Cheeses, Corn, and various other articles which are instantly purchased, under circumstances which denote a perfect knowledge of the articles being Stolen.

VI. *Publicans* who are in the habit of giving credit to Lumpers, and other Aquatic Labourers, receiving in payment whatever they can steal and purloin from Ships and Vessels in the River Thames, and from the Wharfs and Warehouses adjacent thereto; or permitting their houses to be a general rendezvous for Journeymen Coopers, who commit acts of Pillage in the Warehouses, under the pretence of removing Samples.

VII. *Small Manufacturers* of Twine and Ropes, who are in connection with the Labourers on board of Ships from Russia, and with Night Plunderers who pillage Hemp Lighters: Supplying themselves in this manner with the chief part of the Raw Materials which they work up at a very under price, and encouraging this species of Depredation, (which has gone to a great extent annually,) by applications to those whose situation at the time affords them opportunities of obtaining, by unlawful means, this particular article.

VIII. *Female Receivers* who keep houses of ill-fame, or are otherwise in connection with the Seamen

men on board the Ships and Vessels in the River Thames.—These, after plundering the thoughtless men of their wages, by the most infamous means, encourage them to pilfer and steal whatever can be obtained; in the sale of which they are generally cheated of three-fourths of the value. This ill-got wealth is speedily dissipated in riot and debauchery, and the Depredations renewed, subject to a repetition of the same frauds and impositions.

IX. *Covetous Receivers*, whose attention is directed to good Bargains, and who are in the habit of purchasing Smuggled Goods and cheap articles without asking questions.

X. *Careless Receivers*, who without meditating any evil design, purchase, indiscriminately, whatever they can obtain cheap, under the idea that it is the private adventure of Sea-faring men, or their connections. For this species of traffic, there are multitudes of open doors in every Street in the vicinity of the River on both sides, from London Bridge to Blackwall and Greenwich.

XI. *Receivers of his Majesty's Naval and Victualing Stores*, residing at the Towns and Villages from *Deptford* to *Leigh* and *Sheerness*, on both sides of the River Thames, and on the River Medway, and from thence to Chatham. These afford infinite facilities to persons who navigate Hoys, and other Vessels in the service of Government, in the purchase of whatever can be abstracted from their Cargoes, Stores or Materials; and who are also in the habit of pur-

chasing from the Mates and Crews of Trading Vessels whatever they bring for Sale without asking questions. They are discovered to be a very mischievous class of men, and require to be narrowly watched.

XII. *Jew Receivers*, and others who keep *single-horse Carts*, and collect old Iron, Copper Bolts, Nails, and different Metals; also Junk, Cordage, and Ships' Stores, &c. at the Dock-yards of Deptford, Woolwich, Sheerness, and Chatham, by holding out encouragement to those who have opportunities to pilfer and steal, by the purchase of such articles at an under price. These single-horse Carts have greatly increased of late years, and the facilities they afford in the immediate conveyance of King's Stores to places of concealment, together with the lures they hold out to Labourers and others to pilfer and steal, have long rendered them objects of attention on the part of the Police. Their rapid increase too affords strong grounds of suspicion, that the evils they generate are multiplying every year.

In estimating the number of these respective Classes of Receivers, it must be evident that the mind cannot be assisted by any accurate data.—Recourse muſt, therefore, be had to those lights which experience, in executing the duties of a Magistrate, upon a very extensive scale, has suggested; aided by minute inquiries, and by an attentive view of the different ramifications of these various nurseries of Criminality.

With the assistance therefore, of such information, as experience and investigation have furnished, the following general view of the probable numbers of those noxious Members of Society, in their different Classes, is offered to the consideration of the Reader :—

1st.	Opulent Receivers who trade on a large Scale	20
2d.	Inferior Receivers who deal with Lumpers, &c.	25
3d.	Copemen in connection with Revenue Officers	20
4th.	Dealers in Old Iron, and Old Ships' Stores, &c.	55
5th.	Small Grocers and Chandlers	55
6th.	Publicans	35
7th.	Twine and Rope Spinners	20
8th.	Female Receivers	50
9th.	Covetous Receivers	60
10th.	Careless Receivers	150
11th.	Receivers on the Banks of the Thames, and Medway below Deptford	40
12th.	Jew Receivers and others who travel with Carts .	20
	Total	550

It now becomes necessary, after the foregoing delineation of a very melancholy picture of the component parts of this great machine of Turpitude, which has so long been moved with impunity, and which has proved so hostile to the rights of innocence, and to the best interests of Commerce and Navigation, to exhibit the whole in a collected point of view by the following

RECAPITULATION.

RECAPITULATION.

	Total Number.		Delinquents.
1st. Mates of Ships and Vessels	3,444	—	500
2d. Inferior Officers and Crews	24,000	—	4,000
3d. Revenue Officers, &c. . .	1,400	—	700
4th. Lumpers	1,400	—	1,200
5th. Coal-heavers	800	—	600
6th. Coopers	400	—	300
7th. Watermen	900	—	500
8th. Lightermen	1,500	—	500
9th. Night Watchmen . . .	1,000	—	300
10th. Scuffle-Hunters	500	—	500
11th. Labourers in Warehouses	1,000	—	500
	36,344		9,600
12th. River Pirates			100
13th. Night Plunderers			200
14th. Light-Horsemen			200
15th. Receivers, including (12 Classes)			550
16th. Mudlarks and Rat-Catchers			200
Total . . .			10,850

As in Military Tactics an experienced General will feel it his duty to consider well the force and position of an opposing enemy, with respect to the condition, and arrangement of his own strength, so in a warfare upon hosts of Criminal Delinquents, it becomes equally necessary to estimate their numbers, and the hostile plans they have concerted against

against the property of the innocent part of the Community, before measures of opposition are attempted.

In organizing therefore, the System of THE MARINE POLICE, the strength and situation of the enemy in all the various detachments and subdivisions which formed the general army of Delinquents, have been fully appreciated, and the establishment was by degrees adapted, as far as *limited funds* and *deficient laws* would admit, to the object of eradicating the mischief by an *ultimate conquest*, on the principles of prevention, rather than severity; and with this particular view, it at length assumed the form which is now to be explained.

I. *A Judicial Department*, where Magistrates preside for *the sole purpose* of taking cognizance of offences committed in Ships, Vessels or Craft, in the River Thames, or in the vicinity thereof, by the stealing of any part of the *Tackle*, *Apparel*, *Stores*, or *Cargoes*;—of making Adjudications and Convictions, in cases of Misdemeanors;—and of committing for trial for higher offences.

To this Department is attached a superintending resident Magistrate, two Judicial Clerks, a Chief Constable, and seven Petty Constables. Any Police Magistrate, or any other Justice of the County of Middlesex, may assist the Magistrates in their judicial Functions.

II.

II. A MARINE POLICE, or *Preventive Department*, under the particular direction of the Superintending and Resident Magistrate, to which the following Officers are attached:—

1st.	1	Chief Clerk and Cashier, for general purposes.
2d.	1	House Surveyor and Superintendant of Ship Constables.
3d.	4	Boat Surveyors, for visiting Ships, &c.
4th.	5	Perambulating Surveyors, for River duty.
5th.	18	Watermen attached to these Surveyors.
6th.	1	Surveyor of the Quays.
7th.	2	Assistant Surveyors.
8th.	30	Quay Guards under their Superintendance.
	62	

Ship Constables are only employed on the application of the Ship Owners, for the purpose of protecting the Tackle, Apparel, Stores, and Cargo, from Plunder during the discharge. They are considered as efficient Substitutes for the very inefficient Watchmen formerly employed, and are of course paid by the Ship-Owners. The Quay Guard is at present defrayed from a Fund contributed by the West-India Planters and Merchants. Their employment ceases when the Cargoes, under the protection of the Police, are warehoused.

III.

III. *A Department for employing Lumpers for the purpose of discharging Ships, as a further means of preventing Plunder.*—Also under the particular controul of the superintending and resident Magistrate, to which the following Officers are attached:

1st.	1	Superintendant of Lumpers.
2d.	1	Collecting Clerk.
3d.	1	Assistant Clerk in the Office for Lumpers.
4th.	80	Master Lumpers, sworn and instructed.
5th.	820	Working Lumpers, controled by the Police, and more or less employed as occasion requires: (average nnmber.)
Total about	900	

The plan upon which the Lumping System is conducted, is detailed in the Minutes of the West-India Committee in the Appendix V. and the Rules explanatory of the expence, in Appendix IV.

IV. *A General Department for the Accounts and other purposes*—Under the direction of the Magistrates.

1st. A Cashier, collecting Clerk and other Clerks, already mentioned.

2d. A Solicitor under the direction of the Commercial body, so far as relates to the prosecution of Offenders.

3d. A House-keeper and Office-keeper.

4th. A House-watchman.

The total number of persons composing the whole Establishment, who are remunerated for their services

vices from Funds issued by Government, and from Contributions by the West-India Planters and Merchants, may be arranged according to the following

RECAPITULATION.

1st. The Judicial Department.			
Superintending Magistrate—No Renumeration.			
Resident Magistrate .	1		*Salaries.*
Judicial Clerks . .	2		
Constables	8		
		— 11 .	£.980 0 0
2d. The Marine Police Department.			
Chief Clerk and Cashier	1		
Surveyors on the River	9		
House Surveyor . .	1		
Watermen	18		
		— 29 .	1700 0 0
Quay Surveyors . .	3		
Quay Guards . .	30		
		— 33 .	950 0 0
3d. The Department for Lumpers.			
Superintendant of Lumpers	1		
Collecting Clerk . . .	1		
Assistant Clerk . . .	1		
		— 3 .	270 0 0
4th. The General Department.			
Solicitor for Prosecutions	1		
Office-keeper	1		
House-keeper	1		
House Watchman . .	1		
		— 4 .	200 0 0
Total persons .	80		£.4,100 0 0

Brought

Brought over .	4,100 0 0
House, Taxes, Law Charges, Stationary, Coals, Candles, Boat expences, premiums for Services, and contingent Charges, &c. &c. .	900 0 0
Total expence on the present Scale .	£.5,000 0 0

The number of persons who are remunerated for their labour and services by Ship-Owners, have been already stated, to include the Ship-Constables and the Lumpers, *viz.*

1st.	220	Ship Constables paid as Watchmen only, when employed.
2d.	900	Lumpers who receive the usual Wages, en called to perform the labour of the discharge.
Total .	1120	

As this, however, is no new expence, it is unnecessary, and even impossible to state the annual amount, as it varies according to the Calls which are made upon the Institution for this additional means of security; to promote which, it certainly operates very powerfully; and it is only to be lamented, that those whose duty it is to avail themselves of this singular advantage, in favour of the Freighters and Proprietors of Cargoes, are so backward in their applications, since no expence is thereby incurred which they did not, or ought not, to have disbursed for Watchmen and Lumpers previous to the establishment of the Marine Police. *(g)*

(g) See Appendix III. IV. V.

RECAPITULATION

RECAPITULATION

Of the whole Civil Force of the Marine Police, permanent and occasional as now systematized.

Permanent Establishment.	1st. Judicial Department . . .	11	
	2d. Marine Police Department .	62	
	3d. Department for Lumpers .	3	
	4th. General Department . . .	4	
		—	80
Occasional Establishment, for Protection and Labour.	Ship Constables, sworn and instructed	220	
	Master Lumpers, sworn and instructed	80	
	Working Lumpers under the control of the Police . .	820	
		—	1120
	Total . .		1200

Such is the Civil force (*permanent* and *occasional*) which has been opposed to the phalanx of Delinquents, who have assumed so formidable an aspect, as appears from the detail of the whole of their proceedings which has been brought under the review of the Reader in this Chapter.

Previous to the adoption of this plan, the River Thames was without a single Police Guard-boat, and no antidote existed against the dangers to be apprehended from *River Pirates, Night Plunderers*, or general conflagration arising from the diabolical designs of *incendiaries*.

The various classes of offenders had reigned long undisturbed

undisturbed; their plans of Depredation had been completely systematized, as has been already shown; and they had become exceedingly bold and audacious.

In attempting therefore, to resist such a numerous and powerful confederacy, it became indispensably necessary to understand their various modes of proceeding, and to adapt the system of prevention to the peculiar circumstances of the case.

The object in view was to eradicate the mischief so far as related to West-India Property, more by measures of prudence, and precautions of a preventive nature than by force, violence and severity.—The task was arduous—But as *resolution* and *attention* were to be opposed to long habits of turpitude, the difficulties were to be overcome by establishing an accurate system, and by following it up with vigour and perseverance.

The first step therefore, was to discipline and instruct the subordinate Officers in all their respective departments, and to impress upon their minds the nature and importance of the duty assigned them.

With this immediate view, instructions were drawn up for the *House Constables*—*Ship Surveyors* and *Perambulatory Surveyors* and their *Watermen*, on the *River*,—for the *Superintendant of Lumpers*, the *Master Lumpers*, and *Ship Constables*: and likewise for the *Surveyors upon the Quays*, and the *Guards under their direction*; together with a solemn oath of Office, applicable to the situation and functions of each

each class of Officers. *(h)* In a charge which was also given by the superintending Magistrate, the peculiar duty of each class was explained, with the strongest injunctions to conduct themselves with purity, attention, prudence and discretion,—warning them of the vigilance with which their conduct would be watched, and the infamy and disgrace which would unquestionably follow any departure from the line of rectitude they had solemnly sworn to pursue, in case of detection, which from the system of Checks which was established, was rendered unavoidable.

The delivery of the first, and all subsequent Ships which have been placed under the care of the Institution, commenced by pasting or nailing upon the Main-mast, a printed paper in large characters, entitled a *Caution against Pillage and Plunder*, (*i*) which the Police Constables were instructed to read aloud as soon as the Lumpers and Coopers were assembled, and before they began working. (*k*)

At first, the necessity of adopting these and other preventive measures, and the labour of examining,

(*h*) See Appendix No. VI. for the Instructions to these respective Officers, and the Oaths of Office administered to each.

(*i*) See Appendix No. VII.

(*k*) Some months since, a gang of Lumpers, after coming on board to discharge a West-India Ship, quitted their employment instantly on the appearance of the Police Officers, and on their reading the Caution. The reason was afterwards discovered; they went on board for Plunder, under an impression that the Ship was not under the Police; finding themselves disappointed, they resorted to an unguarded Ship.

instruct-

instructing, and bringing into a state of discipline such a number of Officers, was excessive. For although the appointments were chiefly made on the recommendations of the West-India Merchants and Ship-Owners, yet it was not to be expected where the applications were so numerous, that all who were employed could be correct characters. This important deficiency was therefore to be made up by discipline, instruction, and superintendance. It was necessary, not only to teach every man his duty; but to establish those checks which would secure the performance of it. It was a new experiment to overawe delinquents, by convincing them that in the system which was established, there existed a sufficient portion both of vigilance to detect, and of *strength* and *resolution* to seize every person detected in, or charged with the commission of crimes, and to convey them instantly before the Magistrate, whose powers are well-known to every culprit.

From the constant perambulation of the Police Boats, both by night and by day, with power to seize and apprehend delinquents conveying stolen Property; they speedily began to see their danger. The strength opposed to them was systematic and regular. Firmness and perseverance were the leading characteristics of the design. No relaxation of discipline could be dispensed with. The duty assigned each individual, must be carefully and punctually performed. Means existed of immediately discovering every act of inattention or neglect. The first was noticed

by

by a severe reprimand and admonition. The latter by an instantaneous dismission. It was laid down as a fixed principle, that immediate access to the Magistrates might be had wherever an occasion required, by the lowest Officer on the establishment. When a complaint was to be heard, a grievance redressed, or information to be given, the party, without the mediation of any one, had full liberty of applying to the Magistrates who heard the whole circumstance, and such orders were made as the nature of the case required.

Hence has this new Establishment afforded an undeniable instance, to exemplify the wonderful effect of Police Institution properly systematized.

The powers which the Officers were known to possess; the control under which they acted, and their immediate connection with Magistrates, who devoted their whole attention to the object,—all these operated as a host against Criminal Confederacies. While common Watchmen, from their want of discipline and authority, excited no dread, and operated in no respect to prevent the evil, these Ship-Officers, acting under the instruction of the police Magistrates, produced an effect beyond what was possible to have been conceived,—not only in the protection of the Commercial Property, but also in the preservation of his Majesty's Revenue: while the combined strength of the Establishment contributed, in an eminent degree, to the general security of Shipping, and Commercial Property, against the iniquitous design of Incendiaries, and the dangers of Conflagrations.

CHAP.

CHAP. V.

The immediate effects of the River Police Institution, in the protection afforded to West-India Property—Exemplified by a comparison of the Old and New System, in delivering the Cargoes of Ships and Vessels with Sugar, Rum, and other Colonial Articles.—The unaccountable conduct of a certain portion of the Ship Owners noticed:—Animadversions thereon.—The injuries which Property sustained, by the disposition shewn to deny every countenance to the New Police System:—The success of the design evinced, by its surmounting all difficulties:—Its utility proved by the honourable testimony of 51 *reputable Ship-Masters in the West-India Trade: By the public approbation of the Wharfingers: By the Resolution of the West-India Committee; and the public testimony of the Body of Planters:—A Statement of additional proofs of the benefits which have resulted from the Institution, by the general effect it has produced in over-awing and restraining the commission of acts of Delinquency, by those Classes of Aquatic Labourers who were formerly the chief Agents in facilitating the conveyance of Plunder; and by the Criminal Purchasers in the vicinity of the River:—The utility of the Institution also proved, by the diminution of the Custom-house Sales:—By the Punishment of about* 200 *Offenders, and by the*

general vigilance of the System, by which in the course of the first Season, the Saving to the Individuals and the Revenue is estimated at 150,000*l.*

As in Military Warfare an enemy is intimidated by the power, strength, and superior position of the opposing army, so in the arrangements which are formed for the conquest of Delinquency, are impressions excited in proportion to the apparent energy of the design, and the features of vigilance, which it exhibits wherever danger is to be apprehended.

The various and extended ramifications of a System, calculated in its nature to attack at once the whole mass of Turpitude which existed, and to meet and oppose the hydra in all the different forms which it assumed, were contemplated by the enemy with a mixture of dread and malignity, which afterwards manifested itself by ebullitions of rage and disappointment.

Conscious however, of the insults which had been offered to the injured Laws of the Country, by a course of delinquency unparalleled in its extent and magnitude, the conquest became less difficult than in cases of Military Warfare.

The various classes of Offenders perceiving that every vulnerable point was guarded, felt for once the

the power of the Law, when exercised under the influence of a well-regulated Police, and appeared resigned to the alternative of abandoning their evil pursuits. The result was, that the River Thames, from being crowded with Boats of all descriptions, during the discharge of the West-India Fleets, became unusually still and quiet.

The great engine of the Preventive System was put immediately in a state of activity by the delivery of West-India Ships, (whenever applications were made,) through the medium of sworn *Foremen* properly instructed, and Registered Lumpers, with the addition of Ship Constables for the protection of the Cargo, both in the Ships and in the Lighters. The effect of this cannot be better explained than by exhibiting the following comparative View, between the System that prevailed under the old regimen, and that which was adopted by the River Police.

The Practice explained under the Old System.	*The Practice explained under the Marine Police System.*
I. LUMPERS.	I. LUMPERS.
Notwithstanding many excellent regulations which have been made by the West-India Merchants, and various expedients which have been tried within the last forty years, for the purpose of improving the System of working out West-India Cargoes,	Although it was no part of the original Plan of the Marine Police Establishment to undertake to find labourers to unload the cargoes of West-India Ships, yet with a view to a radical cure of a very enormous evil, it was afterwards determined to

Old System. (*Lumpers.*) *New System.*

Cargoes, so as to prevent the enormous pillage and plunder which took place, these cargoes, with some few exceptions, have continued to be discharged under contract, by a class of men called Master Lumpers, consisting of publicans and persons of very doubtful characters, who, with the exception of five or six, are known to have betrayed their trust in the most shameful manner, and to have connived at the most excessive plunder, leaving their gangs, who were generally composed of the most desperate and suspicious characters, in many instances, to reimburse themselves from the plunder they obtained, while their employers, the Master Lumpers, pocketed, in many instances, the chief part of the Lumping dues received from the Ship-Owners, and hence it became their interest to connive at the most shameful breakage of casks, and a great and unnecessary expence in cooperage, which was created too often for the purpose of affording greater opportunities to the Lumpers, Coopers, Revenue Officers, and Watermen; and also in many instances to the Mates and Ships' Crews, to plunder the Cargo

attach to the Institution a department for registering Lumpers, not only with a view to obtain, by degrees, a class of men that were more select, and to be able to exclude suspicious characters, but also that in working out the ships, these Labourers might be more immediately under the control of the Police Establishment. Accordingly, about eighty individuals, capable of acting as Foremen, and about eight hundred of that class of men who are accustomed to unload West-India Cargoes, were put upon the Registers of the Office, and gangs were assigned to as many of the Ships as were applied for.

The Master or Foreman of each of these gangs was solemnly sworn to perform the peculiar duty assigned him, according to his instruction, and particularly to permit none of the Casks or Packages to be wilfully broken —to prevent Pillage and Plunder, and to promote dispatch to the utmost of his power.

Six old Ship Masters, who were appointed River or Boat Surveyors under the Marine Police Establishment, had each a division of ships assigned them, which

Old System. (*Lumpers.*) *New System.*

Cargo to a very great extent, in proof of which the most incontestable evidence has been adduced, confirmed by a multitude of witnesses who have been examined at different times upon oath, and who developed a scene of systematic robbery and depredation to an extent almost beyond credibility; each Lumper carrying on shore two or three times a day, large quantities of Sugar, Coffee, Pimento, Ginger, and every other portable article, and this, independent of excessive plunder which took place in several ships during the night, in consequence of contracts made by the Mates and Revenue Officers, with certain Receivers, who sent a class of men, called Light-horsemen, who were permitted, for a certain sum of money, to plunder the hold, and who have been known, by means of black bags, called *black strap*, and made for the purpose, (holding each about 100lb. of Sugar) to have carried off to the extent of two or three tons of Sugar each night, for a length of time, during the discharge, besides large quantities of Rum in bladders, as well as Coffee and other articles. While, on such occasions, which they visited regularly while under discharge, twice in the day, and once during the night. They inspected the work going forward in the hold and upon deck, and gave such orders and directions for the purpose of promoting œconomy and dispatch, and of preventing plunder, as their professional and nautical knowledge suggested, and they reported their proceedings every day to the Magistrates, at the Marine Police Office.

The effect of this system has been wonderful, and the saving to the Planters, Merchants, Ship-Owners, and the Revenue, must have been immense.

No plunder whatsoever could possibly be obtained under the system of vigilance which took place. The men were not permitted to go on shore during the day, by which a great inroad to pillage was prevented. The Watermen's Boats which were accustomed to hang upon the bows and quarters of West-India Ships under discharge on all former occasions, for the purpose of conveying plunder under the Old System, and the grapplers and draggers for old ropes, called *Mudlarks*, who usually attended in

Old System. (*Lumpers.*) *New System.*

sions, the common Lumpers and Coopers, who worked out the ship in the day, were permitted to increase their pillage *ad libitum*, as a bribe, to prevent them from making a discovery of the nightly plunder.

II. Coopers.

In all instances where West-India ships were discharging in the River Thames, journeymen Coopers have shewed a considerable predilection to be employed. And as double, and sometimes triple, the number went on board that was actually necessary, in most instances where there was not a vigilant Captain, or an attentive Mate, the expence was greatly increased; since the chief object of this class being plunder alone, they created work for themselves, for the purpose, not only of affording abundant resources for Pillage, by the spillings of the casks, but also to keep as many of them as possible on board, that all might share in the booty. The men generally had a boat to themselves, which constantly hung upon the ship, and as they were seldom searched, their depredations,

in the night to assist in conveying plunder, were no longer to be seen.—In short, an effectual check has been given by the Police, wherever it attached, to the shocking depredations which heretofore prevailed.

II. Coopers.

Under the Police System, the journeymen Coopers, finding themselves unable to carry on the system of Pillage, which heretofore prevailed, not only demanded higher wages of their Masters, but it has been discovered that where *three* or *four* Coopers were formerly necessary, *one* is now, in most instances, sufficient, and frequently even this one Cooper has not had employment for half of the day. Because, wherever the Police System attaches, the casks are not permitted to be wilfully broken, as formerly, and there is now no inducement to multiply unnecessary hands, as there is no plunder to be obtained: hence a great saving in the wages of Coopers, as well as in nails, hoops, and staves, independent of the gain that arises from the effectual check to the

enormous

Old System. (*Coopers.*) *New System.*

predations, in many instances, must have gone to a great extent.

III. Watchmen.

Since the vast extent of the Pillage and Plunder in West-India ships has been admitted to exist, and that many of the Mates and Revenue-Officers,* instead of being checks on this Plunder, have, in abundance of instances, been proved to promote it. It has been customary for Ship-Owners to employ Watchmen (composed, no doubt, of the best men they could select) to guard the cargoes against the enormous depredations to which they were subject; and as they were understood to be upon duty alternately day and night, they were generally allowed 4*s.* and 5*s.* per day: but it appears, although these men were employed, and although they were supposed to watch day and night, the plunder went on as before.

* This is by no means meant to convey a reflection upon all Mates and Revenue Officers, some of whom have certainly conducted themselves with great integrity and propriety, and have proved themselves worthy, in all respects, of the trust reposed in them.

If

enormous plunder which took place through the medium of this class of men.

III. Watchmen.

The Ship Constables, under the Police System, are composed of men who have not only had the best recommendations, but who were preferred, upon a full investigation as to character, ability, and fitness to execute the trust reposed in them.

Each of these Police Watchmen are solemnly sworn to execute a certain duty, and to follow specific and clear instructions which are given them. They are moreover armed with the authority of the law; and duly qualified to seize and apprehend all delinquents, which is already proved to have had a wonderful effect in preventing depredations. They are regularly surveyed by superior officers, both by day and night, who inspect into their conduct, and report daily to the Magistrates how far they have conducted themselves properly, and in conformity to their instructions. And as they derive their authority from the Magistrates, and are accountable to them

only

Old System. (*Watchmen.*) *New System.*

If a Watchman happened to be an honest man, who would not connive at any depredation, being under the control of the Mate, he was sent to the Quays in the Lighters, that nothing might be communicated that was going forward. But even while on board, these watchmen being armed with no authority; having no person to control them, or to inquire whether they were faithful or corrupt; and being equally well paid, without any risque of dismission, whether they acted properly or improperly; they naturally yielded to the force of bad example: (and more especially if such an example was exhibted by their superior Officers on board:) and hence it is, that they have connived at abuses, and that the evil had not diminished.

Nor is it likely that these abuses would cease, even if Watchmen, giving security for fidelity, were to be employed, since under the system which has heretofore prevailed, there are no means of detecting men thus employed, without any person to control them but those who are most likely to commit depredations themselves, namely, the only for their conduct; and as they know they will be narrowly watched and minutely examined how far they have performed the duty assigned them, they stand in a predicament different from all other Watchmen. They must be *correct*, *vigilant*, and *faithful*, in the discharge of the trust they have sworn to fulfil, or they not only lose their bread, but are rendered infamous, and are punished in case of any criminal connivance. No check that can be devised, although strengthened by pecuniary penalties, or even by bond and surety, can equal that which attaches to a Marine Police Constable; which has in the result, been clearly evinced not only by the attention which has been manifested in completely protecting the Cargoes of the Ships under their charge from plunder; but it appears from the facts which have been stated upon the voluntary oaths of old Watchmen, now (on the recommendation of the Merchants) acting as Marine Police Officers, since the discharge of the ships in which they were stationed, that under the the Old System, it was impossible for them to prevent Plunder,

or

Old System. (*Watchmen.*) *New System.*

the ship's inferior Officers, who must not be offended, lest the Mate should withhold a certificate of good behaviour, and thereby occasion a difficulty in receiving payment for attendance; and therefore it is evident, that only those Watchmen who act independently of inferior Officers, can secure the Cargoes of West-India ships from plunder. This is proved in a multitude of instances by the affidavits of old Watchmen, who have heretofore been employed, and who have assigned the most unanswerable reasons why they were unable to protect the property under their charge, or to prevent the excessive plunder which in many instances took place.

IV. Watchmen in Lighters and on the Quays.

Under the Old System, it was usual to send a Watchman to the Quay, with the first Lighter, to which he was constantly attached, for such length of time as the Craft remained under her cargo, (in some instances, perhaps, three or four weeks) to do *what was impossible for any man to*

or to guard the Property in many instances from the excessive depredations which were committed upon it, for want of that authority which they now possess; and the assistance received from the precautions taken by the Marine Police, in causing a printed paper, entitled, "*A Caution against Plunder*," to be nailed to the mast, warning all persons of their danger in case of detection. That being now armed with the authority of the law, and assisted by the countenance and protection of the Magistrates and Surveyors; and feeling morever, that they act under the influence of a solemn oath to execute their duty with fidelity, they have found no difficulty in preventing depredations on the cargo.

IV. Marine Police Watchmen in the Lighters, and on the Quays.

Under the New Police system a very different arrangement takes place. Each Lighter is loaded under the immediate eye of the Police Officers, and the number of Casks and Packages is inserted in a printed Way-Bill, which is carried by the Officer

Old System. *(Watchmen.)* *New System.*

to perform—to watch the property day and night until the Lighter was discharged. And hence arose the excessive plunder which has heretofore taken place both in the Lighters and upon the Quays, at the time when these Watchmen, if not parties themselves, were either asleep or absent, receiving high wages for peforming a pretended duty, in many instances, without any check or control upon their conduct, or any means used by which it could be discovered, whether they did their duty or not. The most infamous practices have been generated, and the most shocking instances of carelessness have been manifested in consequence of the want of that general protecting system which now prevails with respect to these ships in the West-India Trade, which are placed under the protection of the Police.

Sugars and other perishable articles have been suffered to lie in the open air for weeks together, without covering, and without any person to give notice to the consignee of the particular situation of the property, so that great damage was often sustained, in addition to the pillage

Officer who attends the Lighter, and delivered by him to the Marine Police Guards, who are in constant attendance upon the different Quays. The Marine Police Watchman, after taking a receipt for the cargo of the Lighter, returns immediately to his ship, and the Quay Guard takes the Craft under his charge.

This Guard is a distinct Establishment under the Marine Police. It consists of Thirty Sworn Officers and three Surveyors, as checks upon their fidelity. These Guards are stationed upon all the different Quays and Lighters, and their distribution depends on the number of Lighters in each situation which have come from ships discharged by the Marine Police Office. They watch constantly day and night. They are changed every six hours, and visited at different hours of the day and night by their Surveyors, as a check upon their conduct, and for the purpose of detecting acts of carelessness or infidelity.

The advantages of this system in point of œconomy are obvious, and with respect to security against Plunder, nothing can so clearly demonstrate the supe-

Old System. (*Watchmen.*) *New System.*

lage which must naturally be expected, from an exposure for such a length of time to men of the most depraved characters, both by night and by day, and who are constantly hunting about for this species of accessible plunder, as a means of subsistence: and hence arose the losses which Lightermen and Wharfingers have been occasionally compelled to make good to consignees, and which could not fail to increase, if the Marine Police Institution had not collateraly extended its protection to this class of men, as well as to Planters, Merchants, and Ship-Owners.

rior benefits of the plan now adopted, as the following voluntary testimony of a respectable Wharfinger:—His words are these, "I am proud to say, I "never saw the business of the "Quays conducted with so much "ease and comfort as it has been "this Fleet; I proposed doing "myself the honour to wait on "you, to acknowledge the utili-"ty of stationed Constables on "each Wharf, who act with such "good authority, in keeping "off idlers and long-apron-men "who seldom or ever work".

This comparative view exhibits, in a small compass, the effect of the System, wherever its protection was permitted to extend to specific Ships, discharged under the control of the Institution.

Notwithstanding the benefits, derived by the Proprietors of West-India Cargoes, have been rendered so indisputably clear and self-evident; and the Committee of Merchants, authorised to conduct the whole of the general affairs of the Trade, have so anxiously recommended it to Ship-owners and Ships' Husbands, to place their Vessels in this Trade under the protection of the Police, without any new expence being incurred; it is no less true than sin-

gular, that the Owners of, at least, one-third of the Ships, composing the Fleets which have arrived since the Institution was established, have not chosen to avail themselves of the advantages which it held out. Hence it has followed, that a certain proportion of the Freighters and Consignees have, in such instances, been deprived of that immediate protection which they had struggled, by their Committee, for so long a period to obtain; and their Property, for want of Police Constables, was not only exposed to pillage in the Ship, but unavoidably deprived of the chain of transit protection in the Lighters, and upon the Quays, which has been provided for the security of such cargoes as are placed under the cognizance of the Institution.

The System itself (as far as human Institutions can be complete) is competent in every respect to the security of Commercial property, wherever it attaches, as will be shewn in the Sequel by irrefragable proofs.

It is the indisputable interest of Ship-Owners to avail themselves of its advantages upon two grounds: *first*, as a complete protection to the *Tackle, Apparel, Stores and Materials* of their Ships: and *secondly*, as a security against a diminution of the Freight by the Plunder of the cargo, since the quantum is ultimately ascertained by the weight at the King's beam. (*l*) But such is the mistaken policy of men eager

(*l*) The following is extracted from the Report of the Committee of West-India Merchants, June 26, 1798:

"It

eager in pursuits of wealth that an evident benefit, with respect to the security of property, (often of great magnitude,) is sacrificed to save a certain trifling expence; and it is much to be lamented, that the proprietors of cargoes do not in general experience that attention and liberality from many Ship-Owners and Ship-Masters which they deserve.

Had the Marine Police Institution subjected Ship-Owners to any pecuniary expence for its support, there might have been some reason, (and even that too would have been of a slight nature,) for refusing to comply with the regulations of the West-India Merchants. But when it is shewn that no new expence whatsoever attaches to this class of men—That nothing was asked of them by their Freighters, the West-India Merchants, but to substitute Police Constables in lieu of the old Watchmen, which the usage of the Port had fixed as an expence on the Ship-Owners.—That the request thus made was not only with a view to the compliance with a moral obligation on the part of Ship-Owners to do their

" It is with peculiar satisfaction that the Committee find themselves enabled to state that the expence of Lumping out a Ship under the New System will probably not exceed the average amount paid for Lumpers and Watchmen.—The whole of the freight on the quantity of produce usually plundered, will therefore be a clear profit to the Ship; and estimating this Depredation at the very low rate of one-quarter of a cwt. Sugar per hogshead, it is obvious that the saving to Ship-Owners in the Port of London only, will in one year, amount to £.10,000, on the single article of Sugar imported, exclusive of other Merchandise."

utmost

utmost for the purpose of protecting the property of the Freighters: but also to promote their own immediate interest, as has actually been shewn, by an increase of Freight, and the security of the Tackle, Apparel, and Stores of their Ships from Plunder.—It will appear almost incredible that an Institution originating in principles so admirably calculated to extend benefits to a class of men, who had long complained loudly of the injuries they were suffering by *Pillage* and *River Piracy*, should not have received the utmost countenance and protection.—But when it is further stated, that the original Projector of the design *not* only *laboured himself gratuitously*, but exhibited in the arrangements, (as has already been shown,)(*m*) which he established, a System of œconomy evincing in the actual expenditure the same minute attention to the interest of the Public, as if the whole had been a private concern of his own, (*n*) it would

(*m*) Cap. IV. page 159, &c.

(*n*) Extensive and numerous as the Establishment appears, and important and beneficial, in a commercial, financial, and moral point of view, as the advantages are proved to have been which have resulted from the System; although these are the strongest reasons to believe that in the West-India Importation also, the Proprietors of Cargoes have saved 100,000l. and the Revenue 50,000l; yet the whole current expence for twelve months, exclusive of the first expence of the House Furniture, Arms, &c. has been defrayed as follows:

1st. By advances from the Treasurer of the West-India Committee - - - - - -	£.	1946	9 5
2d. By advances from Government - - - -		2350	0 0
Total - - -	£.	4296	9 5

seem

seem that a design thus formed and conducted, would have experienced the universal support of every class of men, concerned in Shipping and Navigation.

It was however, speedily discovered, that this Institution had more to struggle with than the mere Delinquency upon the River, extensive and alarming as that appeared to be. There were secret springs which operated powerfully in exciting the most unjust and unfounded prejudices. Not a few of the old Master Lumpers, whose ill-gotten gain had perhaps, enabled them to afford pecuniary and other facilities, to some Ship-Masters, and Subordinates in the Counting Houses of the Merchants, appeared to have a certain degree of influence in exciting clamour, and in raising difficulties. Men who had long profited by Contracts for the Delivery of Ships, which the West-India Merchants had declared in their Public Report, (*o*) "*To be ruinous and destructive to the Port of London,*" could not easily relinquish a position which had been so extremely productive of money arising from the infamous System of Pillage, at which they had connived.

The laudable attempts therefore, which were made by the Body of the West-India Merchants, to have their Cargoes discharged by means of Lumpers, under the Regulations of the Marine Police Institution,(*p*) were, in some measure, defeated by the intrigues

(*o*) See APPENDIX V.

(*p*) On the arrival of the first Fleet, after the Establishment of the Marine Police Institution, in addition to the Public Report of the

intrigues of not a few of those whose improper conduct had rendered these Resolutions necessary. Ship-Masters were assailed immediately on their arrival, and the strongest prejudices were attempted to be excited against that Department (*r*) of the Institution, which had been planned and recommended by the Merchants themselves.

The object of these intrigues was to induce Ship-Owners and Ship-Masters to adhere to the Old System, partly from parsimonious views in being eased of the expence of Police Watchmen, and perhaps, in some instances, from motives of influence arising from certain facilities which the Police System did not hold out.

the Committee of the West-India Merchants, the following Resolution of a General Meeting, bearing date the 26th of June 1798, was very generally circulated among all Ship-Owners and Ships' Husbands, &c.

"RESOLVED,

"That it be recommended to all Owners and Husbands of Ships, and to their Agents, to have their Cargoes discharged at this Port, by means of Lumpers, under the Regulations of the Marine Police Office, No. 259, Wapping New Stairs: and that the Captains of all West-India Ships be instructed by the Owners, &c. to grant an order on the Ship's Husband or Agents, for the amount of the Dues for discharging their respective Cargoes: such order to be given to the Clerk, authorised by the Marine Police, to receive the said Dues, according to the Rates, which have been settled by this Meeting, and which will be produced by the Clerk of the said Marine Police Office."

(*r*) The Department for working out Ships by sworn Foremen and registered Lumpers.

The result was, that in many cases where the recommendation of the West-India Merchants was disregarded, the Cargo became exposed to Pillage, to a certain extent, both in the Ships and in the Lighters, and also upon the Quays, inasmuch as the West-India Produce, in this situation, was unavoidably deprived, not only of the benefit of the nautical Surveyors, in superintending the discharge, and controling the Ship Constables, but the Chain of Security, which had been devised by watching the Property in, and from the Ship to the Quays, and until it was deposited in the Warehouses, could only apply to Cargoes placed under the charge of the Institution.

Under these mortifying circumstances, which, in spite of the laudable exertions of the Merchants, operated so powerfully in defeating in part the great preventive System which had been devised, there was no alternative, but to double the exertions of the Police in detecting the Offences, which were thus generated; since no power existed to enforce the means of Prevention, which had operated so favourably in all instances where it applied.

Accordingly by the vigilance of the Police Surveyors upon the River, instances frequently occurred where Lumpers and others were detected with Sugars, Coffee, and other Articles, stolen from unprotected Ships, who, but for this circumstance, might have been kept honest; and it must be lamented by those of humane feelings, that the

want of the influence of the Preventive System has given rise to some severe examples, which otherwise might not have taken place.

The object of the Institution is to render Punishment unnecessary, by making Confederacies for the purpose of obtaining Plunder impracticable.

However certain it is, that Crimes cannot, by any human contrivance, be entirely prevented, it is clear to demonstration, from the successful experiment which has been made, that it is practicable by apposite Regulations, correctly executed, to diminish them in such a degree as to secure the Community, in a great measure, from their consequences.

Under all the embarrassments which have been detailed, and in spite of the hidden opposition and intrigues, which operated through the medium of those who had profited to a great extent by this species of Robbery and Plunder, the perseverance and firmness, which were from the first moment leading features of the System, overcame many difficulties. The injunctions of the two Boards of Customs and Excise, by degrees operated in silencing the clamour and rage of the lower order of Revenue Officers, which was so peculiarly conspicuous at the commencement of the Institution, as not only to excite notice, but to demonstrate, that the primary object with too many of them, was not a faithful discharge of their duty. Had this been their only consideration, there could exist no cause of dissatisfaction, since the severest Punishment that could be legally inflicted, was held

out *in terrorem* to all Police Constables, who should presume to interfere with them, or offer them any insult in the fair execution of their duty. On the contrary, they were strictly injoined to afford every assistance, and on all occasions to conduct themselves towards them with the utmost attention and civility, under pain of immediate dismission.

But above all, the Commercial Body trading to the River Thames, is eminently indebted to the uniform countenance and protection afforded to this Institution, by his Majesty's Principal Secretary of State for the Home Department, (*n*) whose characteristic patriotism, stimulated by an ardent desire to do good, produced the most beneficial effects in the steady and uniform support, which he afforded as chief Magistrate of the Police; and the great attention he bestowed, (and still bestows,) in promoting whatever contributes to the efficacy, and general utility of this design.

Aided by the condescending influence of such high authority, and the consciousness of being engaged in a pursuit highly beneficial to the Community, those in the immediate direction felt encouraged to persevere under many accumulated difficulties, and the consequences were favourable in the highest degree to the cause of Public Morals, and the security of Commercial Property.

The eyes of many of the most respectable of the Ship-masters, were at length opened to the utility

(*n*) His Grace the Duke of Portland.

of the design; and after its effects were fully understood, they bore the most honourable testimony of the benefits they had derived from it. (*q*)

The

(*q*) CERTIFICATE.—*Signed by fifty-one reputable Ship-masters, trading to the Port of London.—October* 1798.

WE, the undersigned Owners and Masters of Ships in the West-India Trade, &c. having taken into our consideration the Plan of the Marine Police Institution, for protecting the Property of the Planters and Merchants on board of Ships and Vessels in the River Thames, and for discharging the said Vessels under the inspection of sworn Officers controled by the Institution, and also under the superintendance of Surveyors of reputable character, who have been Masters of Vessels; and having each of us experienced the good effects of this Institution in the discharge of Vessels under our respective commands, lately arrived from the West-Indies, not only in regard to Pillage and Plunder, which it was formerly next to an impossibility to prevent, but also the great care taken in regard to unstowing the Cargoes, which it is well known have been wilfully broken, notwithstanding our utmost exertions to prevent the same, both by Lumpers and even Coopers themselves:

We feel it a duty we owe to the Merchants, Planters, and others trading to the Port of London, and the Public at large, in expressing our approbation and satisfaction of the Marine Police Institution, as a system which appears to us from actual observation, to be of the greatest advantage to the Mercantile Interest as well as the Revenue, both of which have suffered beyond conception, by the excessive pillage and plunder which formerly prevailed in spite of every effort hitherto made use of to prevent the same; and nothing, in our opinion, could have operated so strongly as a check to the evil that prevailed in every department of the Lumping line, where the advantages are obvious, in having the Property protected by Constables sent on board, armed with the authority of the Law, to seize and apprehend every Delinquent daring enough to attempt any pillage or plunder; the Surveyors over those see that they constantly perform their duty, and we find that if any neglect takes place, on a representation of their superior Officers to the Magistrates, they are immediately dismissed.

In testimony therefore of our full approbation of an Institution already

The Body of the Wharfingers, equally impressed with a sense of the advantages which they found to arise from the link, in the general chain of protection, which extended to the Quays, testified their highest approbation of the Establishment. (*r*)

Nor were the sentiments of the West-India Committee, who were more immediately interested in the benefits which arose from this Institution, less decided than those who preceded them. At a meeting held at the close of the season, when the Fleets had mostly arrived, and a clear estimate could be formed of the *effect of the System*, that respectable Body added their testimony, not only with respect

already proved to be useful, and from which greater advantages still may be expected, we have hereunto subscribed our names, and also the names of the Ships we respectively command, and likewise the date of our respective signatures.

(*r*) *Extract of a Letter from Edward Ogle, Esq. Chairman of the Body of Wharfingers, at a General Meeting: to the Magistrates of the Marine Police Office.—City Chambers, December* 18, 1798.

" In compliance with your request, I have had the honour of " laying your Letter of the 21st *Ult.* containing certain queries " as to the effect of the Marine Police Establishment, before a " numerous meeting of the Wharfingers of the Legal Quays, held " at Batson's Coffee-house, for that purpose: and I have the satis- " faction to inform you, that it was the unanimous opinion of the " meeting, that the establishment merited every encomium that " could be bestowed upon it, for the various and extended advan- " tages derived from it to the trade of the Port; and they " requested me further to inform you, that they feel themselves " bound in honour, whenever called upon, to bear testimony " thereto."

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to the advantages derived by the Trade in which they were interested, but also, by the Port of London in general; and likewise by the Public at large, in the benefits which resulted to his Majesty's Revenue. (*s*)

These documents, evincing the favourable opinion of the Public Bodies, who, from their peculiar situations, were best qualified to make comparisons between the state of morals among the labouring Class, and also the extent of the delinquency, as it applied to West-India Property, before and after the operations of the Marine Police, have been since confirmed by the body of West-India Planters; who, after a full investigation of the nature and effect of the remedies which had been applied, for the purpose of removing an evil, which had very long been felt as a serious pressure, and in the suppression of which, they were most of all interested, added their testimony of

(*s*) *At a Meeting of the Committee of West-India Merchants, relative to the Marine Police Institution, held at the Marine Society's Office, January* 4, 1799.

RESOLVED,

That this Committee are deeply impressed with a high sense of the singular advantages, which appear to have resulted to the Commerce of the Port of London in general, but particularly to the West-India Planters and Merchants, in the protection afforded to their Property, by the exertions of the Marine Police Institution, as well as by the general system established for the prevention of Pillage and Plunder, arising out of the measures for detection, pursued by the Magistrates presiding at the Marine Police Office, by which in the opinion of this Committee, great and extensive benefits have also resulted to his Majesty's Revenue.

approbation,

approbation, by a vote of thanks to the Author of the design. (*t*)

In addition to these proofs of the conviction, of those immediately interested in the prevention of the Plunder of West-India Property, of the utility of the Marine Police System, may be added the general Testimony of those who have had access, to know precisely the nature of the Protection afforded to West-India Property, before and since the Establishment of this Institution.

In the Ships, during the delivery of their Cargoes, under the cognizance of the Police, none of those infamous transactions with Receivers have been suffered, whereby excessive Pillage took place in the night, by means of a previous understanding with

(*t*) *Extract from the Minutes of a General Meeting of the West-India Planters, held by Public Advertisement, at Wright's Coffee-house, Soho Square, London, June* 13, 1799—*The Right Hon. Lord Penrhyn in the Chair.*

RESOLVED,

That Lord Penrhyn be requested to communicate the thanks of this Meeting to Mr. Colquhoun, for the zeal, ability, and perseverance with which he has endeavoured to form an effectual check to the system of Depredation, which prevailed on the River Thames.

Copy of a Note from the Right Hon. Lord Penrhyn to Patrick Colquhoun, Esq.

Lord Penrhyn presents his compliments to Mr. Colquhoun, and has the honour of transmitting him the enclosed Resolution.

Lord Penrhyn feels a very particular satisfaction, in conveying the sentiments of the Meeting, and their approbation of Mr. Colquhoun's plan.

the

the Mates and Revenue Officers; while the Lumpers, Coopers, and all others on board, were effectually prevented by the terror which the System excited, and by the vigilance of the Officers, acting under control of the Surveyors, and the risque of detection by the House-Constables on shore.

The Watermen were no longer observed hanging about Ships during their discharge, nor were the *Mudlarks* to be seen, as formerly, surrounding them at low water. It now ceased to be an object with both, since nothing was to be procured.

Not a few of the Journeymen Lightermen, finding no advantage could be obtained by forming connections with persons on board of West-India Ships, for the purpose of receiving and concealing Plunder in the Fore-scuttle, seldom attended until called upon to remove their Craft to the Quays; and they were equally defeated in every attempt to renew their former practices by pillaging the goods in their passage to the Quays, as a Police Constable uniformly attended and remained in, until the goods were placed under the charge of the Quay Guard.

The *Scuffle-Hunters* and *Long-apron-Men* upon the Wharfs, were equally unsuccessful in their attempts to obtain Pillage after the goods were landed, by the vigilance of the Guards upon the different Quays; while the Labourers in the Warehouses received a severe check from the vigilant eye, which was kept upon the well-known Receivers, by the Land Constables, and the detection of Offenders, in

the transit of the booty, and also by the Prosecutions and Punishments which afterwards followed.

As a further proof of the effect of the System, many of these Receivers have moved off: and the River is no longer infested by *Light-Horsemen* or Plunderers of West-India Ships during the night.

The Sales at the Customhouse, when compared with former years, demonstrated that the quantity of Sugar, Coffee, and other West-India Commodities, seized from Plunderers of every description upon the River, from being extensive, in former years, was greatly reduced during the period of the operation of the Preventive System: (*u*) and had it fortunately extended to all the Ships that arrived, little doubt can be entertained of the Depredations on West-India Property being almost completely eradicated.

	Sugar.	*Coffee.*
(*u*) Customhouse Sales for the year, previous to the Establishment of the Marine Police - - - - - - - - - -	lb. 28,446	lb. 13,577
Sales for the year, after the Establishment of the Marine Police - - -	9,370	3,716
Reduction of Seizures - -	19,076	9,861

It is believed, that upon minute inquiry, it will turn out in point of fact, that little or no Sugar or Coffee was seized, in the possession of Thieves, during the year ending in March 1799, and that the Sales were chiefly composed of private adventures seized in the Ships, and not of Plunder as on former occasions.

The

The Conductors of this design feeling strongly, however, the dangers which might arise from the want of that direct and immediate Protection of which the Proprietors of the Cargoes, who were to be the Sufferers, were in most instances ignorant, employed every means that could be devised for the purpose of watching these unprotected Ships, with a view to the detection of Plunderers during the night, and of searching the chief part of the Lumpers, on leaving the unprotected Ships where they were employed as Labourers; and it is believed the chief part was detected, since nearly two hundred were either imprisoned or fined for small Offences, while fourteen have been put upon their Trial for higher Crimes, of which number, it is to be lamented, that it became necessary to make some severe examples: which, when joined to the vigilance of the System, no doubt, operated powerfully as a collateral check wherever the recommendations of the Merchants could not be carried into effect, by the more immediate protection of Constables; and however much it is to be regretted, that any part of the Property of the Owners of West-India Cargoes should have been at all exposed to danger, while the means of Prevention existed; yet upon the whole, although the fact can never be accurately ascertained, there are strong grounds to believe, that the aggregate Plunder of West-India Produce on the River Thames, as it applies to the Importation from July 1798, to March

March 1799, (*x*) does not amount to *One-fiftieth part of the loss that was sustained in former years*, and that the Saving to the Proprietors must of course have considerably exceeded *One Hundred Thousand Pounds a year in Sugar, Coffee, Cotton, Cocoa, Pimento, Ginger, and other articles, while the Revenue must have gained also a very large Sum.*

(*x*) Importation of Sugar and Rum, from the West-India Islands, &c. to the Port of London, from the 3d of July 1798 to the 25th of March 1799:

	Ships.	*Casks—Sugar.*	*Casks—Rum.*
Jamaica	164	72,208	17,959
Antigua	14	5,258	715
St. Kitts	14	6,137	755
Barbadoes	17	7,961	65
Granada	18	6,806	443
Montserrat	6	2,742	568
Nevis	4	1,867	418
Dominica	14	4,152	400
St. Vincents	26	10,147	908
Tortola	3	789	109
Bermuda	1	171	0
Sundry Places	108	33,338	2,271
Total	389	151,576	24,611

CHAP.

CHAP. VI.

The Effects produced by the collateral Influence of the Police System in guarding, in a certain degree, other Branches of Trade, besides that of the West-Indies from Depredation, particularly the Tackle, Apparel, and Stores, of all Ships and Vessels in the River:—In the Utility of the Design to the East-India Company:—To the American and Hamburgh Merchants, evinced by the public Testimony of Ship-Masters in these Trades:—To the Canada Trade:—The Russian Merchants:—The Importers of Timber and Grain, Wines, Brandies, Fruits, &c.—And to the Coasting and Coal Trade:—In the Protection afforded to outward-bound Cargoes:—The Security shewn to be incomplete, inasmuch as the chief attention of the Police, and the Force it employs is principally confined to the Protection of West-India Property.—The General Extension of the Design highly desireable.

ALTHOUGH the Preventive System, as having originated with the Body of West-India Merchants, was of course, in a great measure, confined to the Protection of this species of Commercial Property, yet the general influence of the design extended collateraly

collateraly to all Branches of Trade and Navigation in the River Thames: and it was only because the Civil Force was insufficient, and that the System did not admit of arrangements, calculated to compass the general Protection of the Port, that some Depredations continued to be committed.

Limited however, as it has been, both with respect to pecuniary Resources, and a competent number of Boats and Assistants, to overawe and detect Offenders in every part of a wide-extended River, and still more so on the numerous Wharfs and Quays, from whence the Police Guards were withdrawn as soon as the West-India Cargoes, under their charge, were in a state of Security; certain it is, that the regular Perambulation of the Police Boats, in their daily and nightly Surveys of the River (few as their numbers comparatively were) produced a very important effect in preventing those Depredations of River Pirates, upon the Tackle, Apparel, and Stores, of unprotected Ships, to which they had on former occasions, been exposed; and by which outrages considerable losses were sustained.

But these were not the only advantages which Ship and Craft Owners have received from the Establishment, and the operation of this Design, since it appears upon the Records of the Institution, that in Snow-Storms, and severe Weather, when Vessels drifted from their Moorings, and when only the Police Boats attempted to go upon the River, the nautical

tical skill and labour of the Surveyors and Boat Officers have been zealously excited in saving both Shipping and Craft, which would probably otherwise have been lost,(*y*) if such timely assistance had not been afforded.

To the Shipping and Craft in general, this Institution has afforded a security which cannot sufficiently be appreciated by those who have great Property at hazard in the River Thames, in times like the present, when the Crews cannot be kept on board, and when, besides the damages arising from tempestuous weather, a still greater calamity was at one period to be apprehended from conflagration, contemplated by incendiaries, whose diabolical designs, it is to be hoped, have been frustrated by the vigilance of the Marine Police, and the terror which the hazard of detection must have occasioned, from

(*y*) In the night of the 22d of October 1798, the Brig Tyger was discovered drifting, and in a situation of great danger, from which she was rescued by two of the Police Surveyors. On the 30th of January 1799, the American Ship Amiable was, at three o'clock in the morning, discovered by the Police Surveyors, to be in a very perilous situation, in a Snow-Storm, having drifted from her Anchors and carried away her Quarter Gallery, and approaching fast towards a tier of Shipping, where great damage must have ensued, had it not been for the interposition of Mr. Thompson a Police Surveyor, then on duty on the River, who assisted the Mate, a perfect stranger, in putting the Vessel into a state of Security. Various cases have occurred, where instances of Craft laden with valuable Cargoes, and also Boats have been found a-drift on the River and secured, until notice could be given to the Owners.

a know-

a knowledge that the Police Boats were constantly upon the River.

To the *East-India Company*, although the system did not immediately extend its protection to their Ships, yet considerable benefit has been derived by the apprehension of Lumpers, with Tea, Pepper, and other Articles, and in exciting a greater degree of caution and vigilance on the part of the Revenue Officers, whose duty it was to prevent every species of Pillage and Depredation.

Nor have the Chairman and Directors of this great Company been backward in manifesting the sense they entertain of the utility of this new Establishment, since they have committed to its charge matters of considerable importance, on which both secrecy and confidence, in the proper execution of the trust, became indispensably necessary.

Among the various branches of trade carried on, to and from the Port of London, those of *America* and *Germany*,(z) (where the aggregate Imports and Exports amount to above Sixteen Millions a year) have not only felt, but acknowledged the advantages which have been derived from the Marine Police, even upon its present very limited scale,—as appears by the following testimonies:—

We the undersigned, *Masters of American Ships*, trading to the Port of London, do publicly declare, that until the establishment of the Marine Police, the Cargoes and Stores of our Ships, while delivering and taking in, were constantly subject

(z) See Table, p. 22.

to

to Plunder, by various descriptions of Plunderers on the River Thames, but since such an establishment of a River Police, we have experienced the greatest difference as to the security of Property on the River, occasioned, in our opinion, by the vigilance of the Guard Boats, and Officers of the Marine Police Institution, constantly, day and night, patrolling on the said River. In testimony whereof, we hereunto subscribe our names, and the Ships we respectively command.

Signed by Seventeen Ship-Masters.

We, the undersigned *Matsers of Hamburgh Ships and Vessels*, trading to the Port of London, being truly sensible of the manifest difference as to the security of Property, on the River Thames, arising from the vigilance of the Guard Boats and Officers of the Marine Police Institution, patrolling the River, by day and by night, do consider it our duty voluntarily and publicly to declare, that whereas, formerly our Cables, Hawsers, and every article of Ships' Stores, as well as the inward and outward Cargoes of our Ships, while delivering or taking in, were continually subject to the greatest Plunder, by a set of lawless banditti, that then infested the River: We have, since the establishment of the Marine Police Institution, experienced the most beneficial effects, in the protection afforded by the vigilance of the Boats and Officers belonging to the Office; and in testimony do subscribe our names, and the names of the Ships and Vessels we respectively command.

Signed by Thirty Ship-Masters.

The valuable Trade with *Canada*, has also felt the protecting influences of the System, and the detection of various Offenders in committing very extensive Depredations on *Hemp*, imported from *Russia*, has been the means of recovering considerable quantities of that Article which had been plundered and stolen.

Nor

Nor has the extensive Commerce in *Timber* and *Grain* been less benefited, by the collateral checks to the pillage to which these branches have been exposed. The detections and the punishments which have taken place, operated powerfully in diminishing the great losses which were annually sustained.

In the importation of *Fruits, Wines, Dye Stuffs, Brandies, Gin, and other Liquors,* considerable benefits have been derived from the security which the Police established, in overawing Delinquents, who turned their attention to this species of plunder; and particularly those, who, by means of Jiggers, Tin Tubes, Skins, and Bladders with nozles, were accustomed to draw off and purloin large quantities of Liquors.

The *Coasting Trade* has also shared in the general advantages which have arisen by the dissolution of these numerous Criminal Confederacies, whose depredations extended to this, as well as all other Commercial Property.

But the *Coal Trade*, in particular, has obtained advantages which only require to be understood, in order to demonstrate that the benefits extend not only to original Owners and Coal Merchants, but also to every consumer of this species of Fuel, whose supplies depend on the importation into the River Thames. The important reform of the excessive abuses which prevailed in this Trade, is rendered manifest by a candid and fair comparison of the state it was in, before and since the existence of the Po-

lice System. The prevention of the excessive Pillage in the Colliers, and the consequent abolition of public Markets, for the sale of plundered Coals, and the check given to the daily and nightly depredations which were committed in the Coal Barges, will be best explained by the following public testimony :—

At a general Meeting of the Buyers and Factors of Coals, in the Port of London, held this Day, at the Gun Tavern, Billingsgate—Dated the 9th January, 1799.

It was resolved, that it is the opinion of this Meeting, that the Pillage of Coals, in the River Thames, has been considerably prevented by the exertions of the Marine Police Office, which exertions, it is hoped, will be continued in future. It is likewise determined, that a copy of the above resolution shall be sent to the Office, signed by the Chairman.

(Signed,) J. R. Wood, Chairman.

To the firmness, temper, and humanity, which, from the first moment, have been displayed in resorting more generally to seasonable admonitions, than to the example of punishment, is to be attributed the very general sense which an unpolished race of men entertains of the former turpitude of their conduct; and the important change which has been brought about, with respect to offences of this nature.

Such has been the effect of this very limited experiment, with respect to the various articles *imported* into the River Thames.

It has been supposed, that the extensive robberies

committed on *outward-bound Cargoes*, have arisen in part, or at least have considerably increased, in consequence of the numerous gangs of thieves being cut off from the other resources of pillage, which they formerly possessed in so eminent a degree, and almost without check or control; but it is known from recent evidence, that offences of this nature have long existed, and been carried on to a great extent; and that the detection and discovery of this species of plunder is, in a peculiar manner, to be attributed to the general influence of the system of River Police.

It is not however unlikely, that certain classes of Delinquents, who had been long accustomed to profit by the privilege they assumed of plundering homeward-bound Cargoes, and who perhaps, trusted to this as a means of enabling them to indulge in luxuries and extravagance above their station, (and not within the compass of their fair earnings,) may have availed themselves of the very unprotected state of outward-bound Cargoes, in committing acts of depredation, which would not have taken place had not other resources failed.

Be this as it may, the records of the Institution shew, that the detection of Offenders in this line of Plunder has been more numerous, during the short period since the Marine Police was established, than for many years before: and if that vigilance which has produced these discoveries, and the examples which followed, can have any influence in overawing

Delinquents, and in preventing a repetition of the same mischief, the Export Trade in common with the Imports, has derived benefit from the security which has been thus afforded.

It must be admitted, that these benefits and this security can only at present be considered as partial, since the effective part of the System as yet applies only to one branch of Trade, to the protection of which the Civil Force is chiefly directed. This however, admits of an easy remedy; namely, an extension of the Design to the whole Commerce of the Port. The propriety of a measure so salutary, even without the various lights which this Treatise throws upon the subject, has already engaged the attention, and excited the exertions of many of the most respectable characters, in whom the Commercial Body place their chief confidence; but the details and explanations which relate to the various remedies which ought to be applied for the purpose of eradicating the evil, and rendering the security permanent and complete, will be reserved for another Chapter.

CHAP. VII.

Considerations on the National advantages of the Marine Police Institution:—The benefits which would arise from an extension of the same design, to every Commercial Port where extensive Trade is carried on:—Exemplified in the instance of Liverpool, and the River Severn.—The benefits to the State demonstrated, in the preservation of the duties on Stolen Property; in the check given to illicit Trade; and in the protection afforded to Naval, Victualing, and Military Stores.—The sense entertained by the Commissioners of the Navy, of the deficiency of the Laws, and of the want of a proper Police, with respect to this species of Property.—Specific detections of the pillage and embezzlement of Public Property.—Reasons for estimating the saving to the Revenue under the establishment of the Marine Police, at not less than £.150,000 a year:—The security it also affords against conflagration by Incendiaries.—Concluding Observations.

In all instances where internal regulations operate beneficially to bodies of men or individuals, an essential advantage results to the Nation at large.

In this point of view, the Marine Police Institution becomes

becomes extremely prominent, as a wise measure of Government, highly interesting wherever Commerce is carried on, since it appears that the contagion of Pillage is not confined to the River Thames alone; but has infected every Port in the Kingdom, more or less, in proportion to the increase of opulence, and the extent of Commercial Property in circulation. (*a*) Nor is this view of the too general corruption of morals among Aquatic Labourers, carried even to the extent which truth and a knowledge of facts fully warrant.

Evil examples are of rapid growth; and where no pruning hand exists, they speedily extend their poison far and wide. It appears, in fact, that the immense Property which floats upon navigable Rivers and Canals in all quarters, is become subject to Waste and Depredation in a very great degree. (*b*) Strongly evincing

(*a*) Since the establishment of the Marine Police, an application has been made to the Superintending Magistrate, by the Secretary of the West-India Merchants trading to the Port of Liverpool, representing that *even there*, notwithstanding the *conveniency of the Docks and Warehouses*, excessive pillage takes place, particularly in the article of Coffee, which is conveyed to Manchester in great quantities:—and requesting information respecting the plan pursued on the Thames for suppressing this evil.—Every information and assistance was of course afforded.

(*b*) A Letter recently received by the Magistrates of the Marine Police, from a respectable House in Stourport in Worcestershire, contains the following statement:—"We are Proprietors of Trows "and Barges in the River Severn, employed in the conveyance of "the most valuable Manufactures of this Country, between this "place and the Port of Bristol every Spring-tide. Our Vessels, "called

evincing that the science of Police as it has been applied to the River Thames, has become a great National

" called Trows, are all open. The Goods are protected from " damage by tarpaulins only. They will carry 120 Tons or more, " and are navigated by seven or eight men, but never proceed " higher up the River than from Bristol to Gloucester. After- " wards, the Cargo is put into Barges, and the Crew distributed " amongst them; and these with occasional assistance bring their " Cargo home. On the downward voyage, the Goods are put on " board of from three to ten or more Barges, which convey them to " Gloucester; a part of the men proceed from thence in the Trow " to Bristol with the Goods, while the others return home to be " ready for the ensuing springs. It is during the transit of these " upward and downward Cargoes of the most valuable Merchan- " dise, that the most daring, systematic, and enormous Plunder is " carried on, which would stagger credibility, and which affects " us as common Carriers so seriously, that not knowing how or in " what manner to procced, we have made free to solicit the favour " of your assistance. At an extravagant expence and infinite " trouble, we employ people to weigh the various packages of " Manufactures of Sheffield, Birmingham, and Manchester, on " receipt and delivery, when it not unfrequently turns out, that a " package weighing alike at each place, shall contain a quantity of " Bricks and Stones as a substitute for other valuables. The " common men receive 13s. or 14s. a-week besides provisions, " notwithstanding not a Cargo arrives without depredations being " committed. There are four other concerns of this sort, of " which ours is one, whose losses are grievous. It is supposed " there are Receiving-houses for the reception of the articles which " are stolen, in the neighbourhood of Newnham; and a respectable " Inhabitant of that place states, that it will be attended with no " small degree of danger, to attempt to detect and punish them. " We are persuaded there cannot come a cask of Liquors without " adulteration, and no Gentleman will trust a pipe of Wine in " their hands. The Masters of Vessels are equally ignorant as " their Crews, and are supposed to league with them. This, added " to the extreme difficulty of bringing home the charge, and the

" slight

National object; and that the application of remedies similar to those adopted in the Port of London, is requisite wherever Commercial Property passes in transit.

To the Country at large therefore, this successful experiment becomes highly interesting, inasmuch as an antidote to a growing evil has been thus discovered by the general application of which Property is to be preserved from Waste and Pillage; the Public Revenue is to be secured; and the morals of a great and useful body of people amended and improved.

To these general advantages which must result to the Country, by extending the regulations of political œconomy, which have been experimentally proved to be so salutary and correct with respect to the security of Commercial Property on the River Thames, are to be added the specific benefits which are derived by the State, not only from the increase of Revenue obtained on many valuable articles which were plundered and smuggled; but also from the prevention of a considerable proportion of the illicit Trade which formerly prevailed by the dread of detection by the Police Officers, and the obloquy attached to men who are thus subjected to a public inquiry on suspicion of being Criminals.

" slight punishment inflicted, emboldens to more flagrant and con-
" tinued robbery.—£.1000 value of Salt was stolen last year.—
" After you have considered this, may we be permitted to hope
" for your reply.——*Stourport, August* 13, 1799."

But

But these are not the only benefits which the State has derived from the effect of the Marine Police. His Majesty's Naval, Victualing, and Military Stores, have experienced a security heretofore unknown. Many extensive depredations have been prevented merely from the terror which the system excited, and from the detections which held forth to Delinquents, the danger to which they were exposed from the vigour and energy of the design.

The records of the Institution and the frequent communications with the Navy and Victualing Boards, in consequence of the pillage and embezzlements of Public Stores which were discovered and detected, sufficiently prove that the influence of this branch of Police, crippled as it has been for want of apposite Laws, (c) was not confined in the benefits

(c) The deficiency of the Laws as they particularly apply to minor offences in purloining and embezzling His Majesty's Stores, have been so prominent in the view of the Commissioners of His Majesty's Navy, by the recent acquittal of several Offenders, that they have formed the laudable resolution of applying to Parliament for more apposite Legislative Regulations, calculated to reach the various cases of pillage which now frequently occur, where the Culprits escape without any punishment at all, to the great injury of the Public, inasmuch as crimes of a peculiar description are generated and increased from the security experienced by Delinquents. As a proof of the favourable sentiments entertained of the Police System by the Commissioners, and of their patriotic intention to use every means for the purpose of checking this extensive and growing evil, the following Letter has been addressed by their Solicitor to the Author of this Work, who is now anxiously employed in devising a plan of Police adapted to the prevention of Frauds,

benefits it conferred, to Commercial Property alone; but that it extended collateraly to the protection of every species of Government Stores in transit upon the River Thames.

The effect of the System operating thus beneficially to the State, is proved not only by the number of persons who have been detected and punished, (*d*)

Frauds, Plunder, and Embezzlements, in His Majesty's Arsenals, Dock-yards, and Ships of War and Transports, &c.

SIR, *Norfolk-Street, May* 16, 1799.

The Commissioners of the Navy, having an intention of applying to Parliament, to extend and amend the Laws for preventing the embezzlement and stealing of His Majesty's Naval Stores, and having directed me in preparing the intended Bill, to attend to the suggestions and recommendations on the subject in your excellent and valuable Publication, I shall consider myself as obliged to you, as I am sure the Commissioners will, if you will at your leisure have the goodness to furnish me with any hints upon the subject, which may have occurred to you since the publication of your Treatise, and which you think may be worthy the attention of the Legislature. I am Sir, with great respect,

Your most obedient humble Servant,

To P. Colquhoun, Esq. CHAS. BICKNELL.

(*d*) Besides the detection of three Masters of Transports and eleven other persons, (Seamen and others), having Naval Stores unlawfully in their possession, a most extensive pillage and embezzlement in the numerous Victualing Hoys, conveying Liquors, Provisions, and other Stores, to the Russian Men-of-War, and His Majesty's Ships in the Rivers Thames and Medway, have been discovered. The Receivers residing in the Towns and Villages adjoining the River, have been prosecuted, or exposed, and several of the Masters of the Hoys and others who were concerned in the Conspiracy, have been dismissed and punished; and the evil has, by means of the exertions of the Police, and the laudable examples made by the Commissioners of Victualing, been in a great measure prevented.

but

but still more by the apparent diminution of the evil.

Hence it would seem, that in whatever relates to the permanent establishment of this System, the State is not less interested than the Individuals. The benefits are mutual with respect to the security of Property against the depredations of Delinquents, while in other respects, a paramount interest is felt by the Government of the Country, not only in the improvement of the Revenue, (*e*) which must have increased very considerably, but also in the security against conflagration arising from the vigilance of the System, in carrying into effect the Laws relating to Gun-Powder and boiling of Pitch, and other combustible matter in Ships, while at their Moorings in a crowded Port.

Nor is it unfair to presume, although no direct proof can be advanced, that the Marine Police has been of singular use in counteracting the traitorous designs of these desperate Incendiaries, who appear from evidence, founded on the highest authority, to have meditated the destruction of the whole Shipping in

(*e*) If it is admitted, according to evidence, that there is not one-fiftieth part of the plunder of West-India Goods which formerly took place, it must follow that the Revenue on the remaining forty-nine-fiftieths, estimated at more than 100,000*l.* must, on Sugar, Coffee, and other articles, paying a high duty, be equal to 50,000*l.* a year, besides what is gained on all other articles of Commerce:—an advantage rendered farther manifest by the open declaration of Smugglers,—"*That their Trade has been more cut up by the Marine Police, than by the whole combined efforts of the Revenue Officers.*"—This

in the River Thames in the year 1798, by a general conflagration. The evil happily has not taken place: and it may not be unreasonable to suppose, that the dread of detection which the System excited, in consequence of the unremitting vigilance of the Surveyors, in perambulating the River with an armed force during the whole of the night, has defeated these diabolical designs.

The utility of a watchful Police for the purpose of controling, by its influence, the turbulent and unruly passions of such a multitude of dissolute characters, who are at all times employed in Ships and Craft in this extensive Commercial Port, is too evident to require any comment; since occasional conspiracies among Seamen and Labourers, as well as tumults and disorders, may always be dreaded, where such a general corruption of morals prevails among so great a body of the lowest classes of the Community; unless prevented by a well-regulated and effective Police, adapted in all respects to the prevention of the various evils which have been already detailed; and which has become the more necessary, from the view which has been given in this Work, of the gradual and unfortunate change which has taken place in the sentiments and opinions of a very useful body of men, with respect to depredations on Commercial and Public Property.

This however, may arise more from the nature of the Police System, and the dread of immediate Punishment, than from any want of exertion on the part of the Superior Officers of the Revenue.

CHAP.

CHAP. VIII.

The means used to render the experiment of the Marine Police permanent and complete.—The existing Laws found to be extremely deficient.—Great Attention and Circumspection necessary on that Account.—A new System of Legislation digested, and grounded on actual Experience.—A Wish suggested to extend the Benefits of the Police to the whole Trade of the River.—A Proposition for raising a Fund adequate to this Object, submitted to the Trade at large.—A Bill modelled with this particular View:—Its leading Objects explained:—To raise a Fund of 10,000*l. by a small Tonnage Duty:—To afford Complete Protection, by means of Civil Guards disciplined as a regular Body:—To give extension to the Legal Powers and Penalties of the Act of the* 2 *Geo.* III. *cap.* 28.—*The want of a centre of Union among the Merchants, assigned as a reason for the delays which have prevented the Establishment of a proper Police.—The utility of the Bill in removing the Barrier to future Improvements.—Reasons assigned why Docks will not supersede the necessity of a Police; and why Pillage to a great extent must prevail if no Establishment exist to prevent it:—Exemplified in the Case of the Dock-yards, the East-India Warehouses, and the Docks and Warehouses at Liverpool:—Security only to be obtained by an over-*

awing Police:—This System indispensably necessary with or without Docks:—The same Service not to be performed in any other way at an equal Expence.—The Commercial Fund limited to the River and Land Guards.—The Magistrates, &c. to be paid by Government.—The Principle explained upon which the Table of Tonnage Dues is formed.—The advantages resulting from the Protection which this Fund will afford:—Arguments offered in favour of the System:—Doubts suggested whether it will operate at all as a Burthen on the Trade.—Explanation of the Table of the proposed Tonnage Dues.—A permanent and energetic Execution of the whole Police System secured by the Bill.—Concluding Observations.

HAVING, in the seven preceding Chapters, endeavoured to explain the importance of the Commerce of the River Thames; the evils to which it has been exposed, and the partial remedy which has been applied by the successful experiment of a Marine Police; it now becomes necessary to develope the means which have been used to render this remedy permanent and complete.

Very little progress had been made in systematizing this important Design, before it was discovered that the existing Laws were extremely deficient; and

and that various new Legislative Regulations were indispensably necessary, to enable it effectually to restrain the multiplied evils which were discovered to exist.

This deficiency was, in some degree, counterbalanced by the excessive labour bestowed in giving vigour and effect, to whatever appeared to be incomplete in respect to Legislative Regulations, and the caution and circumspection which was manifested wherever difficulties occurred, counteracted, in a great measure, the imperfections and the deficient powers which might otherways have operated to the prejudice of the object which was to be attained, in promoting the ends of Public Justice.

The River Police, like a machine imperfect in the construction, required, and still continues to require, that unremitting attention and dexterity in putting it in motion, which will cease to be necessary, when regulated by Legislative Provisions, adapted to the precise purposes of meeting the various evils with effect;—checking their progress, and ultimately preventing their noxious operation.

It was evident, that the Projectors of this Plan were to be chiefly indebted to practical experience, not only for a correct knowledge of the actual deficiencies; but for those lights which were indispensably necessary, to improve and mature the System, so as to render it permanently beneficial to the Commercial Body, and to the State.

Impressed

Impressed with these sentiments, it was not until after the lapse of six months, from the Commencement of the Institution, that attempts were made to digest a system of Legislation applicable to its improvement, and for the purpose of supplying those deficiencies which were found to operate to the prejudice of the design.

During this interval the most minute attention was bestowed on the effect produced by the various arrangements, for the purpose of preventing Crimes, and also in developing the causes by which Justice appeared to be defeated, or Offences generated, in consequence of the imperfections of the Law.

At length, by means of every aid which could be derived from an extensive judicial procedure, in which all the obstructions to the full attainment of a complete Preventive System were accurately marked, the materials which had been progressively collecting, were ultimately arranged and digested in the form of a Parliamentary Bill, having yet only in view the Protection of the West-India Commerce, for which the Design had been originally formed.

At this period however, the beneficial effects which its partial influence had manifested, with respect to other branches of Trade, began to attract the notice of some of the most respectable Merchants concerned in the general Commerce of the Port, who suggested a wish, that a System found so advantageous to the West-India Merchants, should be extended

tended to the whole Commerce of the Port, and that a permanent Fund should be raised under the Authority of Parliament for its support.

The Committee appointed to attend to the general interest of this Trade, readily acceded to the measure, and soon after a Proposal was drawn up "for raising a Fund from the whole Trade of the "Port of London, with an Estimate of the Amount, "proportioned upon the Tonnage, according to the "value of the Goods imported and exported, and "the advantages each Branch is supposed to derive "from the Protection afforded by the Marine Po-"lice Institution."

This Proposal, with various explanatory Observations, was transmitted by the Chairman of the West-India Committee, to the Governors and Directors of the different Chartered Companies; and also to the Chairman or principal Merchants concerned in the other Branches of Trade to the Port of London, for the purpose of carrying the Design into effect.

Under these circumstances it became necessary to new-model the Bill,—to introduce the financial part of the System, which had not been before in contemplation, and to adapt the various provisions to the general interest of the whole Commerce of the Port.

While the arrangements of this System of Police extends equal security to every species of Commercial Property, the management of the Fund remains exclusively in the hands of Commissioners, appointed by the whole Body of the Merchants

themselves, never to exceed *Ten Thousand Pounds a year*, and with power to diminish it to any sum, on a supposition, that by degrees the habits and morals of the Labourers and Mariners in the Ships, Vessels, and Craft upon the River, may be so improved as to render a less expensive Guard necessary.

The measure in view is to employ this Fund in extensive Guards upon the River, so as to supersede the necessity of the numerous inefficient Watchmen at present employed, at a very enormous and certain expence, while the Depredations which have been committed prove how uncertain and doubtful the advantages are, which arise from this very deficient System.

The object of the Bill is to substitute to this scanty and incompetent Guard, a well-regulated permanent Establishment of Police Officers, comprehending a Civil Force which shall be competent to afford *Complete Protection*; and so arranged, disciplined, and instructed, as to insure Fidelity in the discharge of the duty required, not only by means of the control of Superior Officers, but by the regular Periodical Reliefs, which are proposed; thereby ensuring the same attention and punctuality which prevails in a disciplined Army, with the absolute certainty, that the Commercial Property laden and discharged in the Port of London, shall never be without that species of Protection, which shall secure it from Pillage and Depredation, in all situations whether

ther stationary on the Quays, or in transit upon the River.

One of the principal objects of the Bill is to give extension to the legal Powers and Penalties contained in the Act of 2 Geo. III. cap. 28. (already explained) on the one hand; while on the other it provides a competent Force, adequate in point of Numbers, as well as Funds, to accomplish the Preventive System which is in contemplation.

In the framing of this important Bill,(*f*) upon which the Security of Commercial Property, whether in *Docks* or in the *River*, will, in so great a degree depend, nothing can exceed the anxiety and care which have been manifested *in guarding Innocence from Oppression, and of divesting Power of the Faculty of Abuse.*

It extends to every object calculated to form a complete System of Prevention at the least possible expence, *and fully provides for the preservation of the Rights and Privileges of the City of London.*

The utmost attention has been bestowed in anticipating and obviating every possible objection which could be urged in opposition to every single Clause: and it is presumed the Bill may be said, with justice, to have originated in the purest spirit of Patriotism, and the most disinterested desire to do good, since the Promoter of the whole of the Design, does not contemplate any personal advantage, from its passing into a law, and has received no reward but

(*f*) For an Abstract of the Bill, see Appendix, No. VIII.

that which arises from the consciousness of wishing to render an essential service to his Country.—However much he may regret, that the avocations of those who are more immediately interested in the benefits which have arisen, and must unquestionably arise from this arduous undertaking, prevent an accurate and minute investigation of the real advantages which have been obtained, he consoles himself with the hope, that the period is not far distant when in the effect of the System it will be manifest, "*that the Commerce and Revenue, as well as the Public Interest, as it relates to his Majesty's Stores, have benefited to an extent very far exceeding any Estimate which has been formed.*"

The conclusions which have been made, standing as they do on the immutable basis of Truth, will remain firm and incontrovertible. The more they are considered, the more will they develope the extensive utility of the design.

It has been none of the least of the misfortunes which has attended the interests of the Commerce of the greatest Port in the World, that no general Union existed among its Merchants. That they might be literally compared to a *Rope of Sand*, incapable of uniting either knowledge or talents (although they possess a very great portion of both) in suggesting and carrying into effect Plans for the general interest of the whole Body.

On this occasion an attempt has been made to remove this obstruction, to which is to be attributed, almost

almost all the evils which have been brought under the review of the Reader in this Work.

To this cause perhaps, is also to be ascribed, the delays which have occurred in obtaining Docks, and innumerable obstructions to the improvements of the Port, and the general benefit of its Commerce and Revenue.

The Bill in question among many other great and incalculable advantages will, without exciting a particle of jealousy by conferring power, remove this Barrier to useful improvements. The Police of the Port of London, from being heretofore attended to by nobody, will have efficient Guardians, with power only to do good, and without the faculty of doing evil. Such an Institution cannot therefore, be too highly appreciated; but perhaps it will remain for Posterity to discover the true extent and value of the benefits which it will confer.

It has been argued speciously, that Docks will supersede the necessity of a Police; but reasons equally conclusive may be offered why those Establishments will incsease that necessity.

Men inured to a course of Crimes, are not to be made honest by increasing the conveniences for shipping and discharging Cargoes, whatever these accommodations may be.

The more closely they are connected, and the smaller the bounds in which a multitude of labouring People are collected, the greater is the danger. It is impossible to lade or deliver Cargoes, or to

stow

stow or deposit Merchandise in Warehouses, without the intervention of Labourers; and equally impracticable, to control their unruly passions and rapacious desires, while thus employed by the common measures of Precaution, which can be exercised in the usual course of business. The Common Watchmen, on such occasions, possess no overawing influence. Their power, when compared with that of disciplined Police Officers, operates upon the minds of Delinquents, in the same manner as men without Weapons of Offence, compared with an Army of Soldiers properly accoutred for War. To prevent Crimes, means must be employed to bring constantly under the view of the Delinquent, the fear of Detection and the certainty of being conveyed to a Magistrate. This effect belongs exclusively to the Science of Preventive Police, which is only beginning to be understood. Experience has shewn how powerfully it affects the mind; and it requires only a slight knowledge of Human Nature to conceive a reason why it must operate as a means of prevention.

The want of the application of this Science has exposed the Property in the Docks and Warehouses at *Liverpool* to considerable Pillage. The same will be the case in London, if it does not become the province of those, who are known to have the power of Punishment, to attend to this particular Department.

As soon as the Docks, now in progress, shall have received Fleets for the purpose of discharge, a number

ber of Labourers, from 2 to 3000, many of them in the habit of committing crimes, must necessarily be admitted constantly into them. In what manner is this multitude of depraved characters, to be prevented from committing Excesses? The Functions of the Dockmaster have no relation to this object, nor would any arrangement he could make for preventing disorders avail. Unskilled in the mode of Detection, and incapable, from other business—from ignorance of the Law, or from timidity at the view of audacious Rapacity and Opposition, it would be impossible for him to act so as to overawe Offenders, or to keep them within bounds. Wherever multitudes of depraved characters are collected in one spot, *Danger is immediately and at all times to be apprehended.* The class of aquatic Labourers on the Thames differ from all others, inasmuch as their attention is constantly directed towards Plunder, and the means of procuring and concealing it. They are in this view placing themselves constantly in direct opposition to the intentions of their Employers, who are perhaps, at the moment unconscious of what is going forward. Being all equally desirous of obtaining Plunder, they are of course disposed, if resistance is necessary, to support one another. Wherever masses of Property are collected together, Crimes will increase, and Labourers will commit acts of Pillage. It is found to be the case in his Majesty's Dock-yards, where the Labourers are much more select than they can possibly be in Commercial Docks. It is even known to exist

exist to a considerable extent in the East-India Warehouses, where still greater pains are bestowed in respect to the character of those who are employed. In the Liverpool Docks it has been already mentioned to be an evil which neither the Docks nor the Warehouses has been able to prevent. The reason is obvious. No means of overawing Delinquents exist at any of these Repositories: when detected in acts of Pillage, they are often suffered to escape on restoring the Plunder. The barrier between Crimes and Punishments is strong wherever the facilities arising from a Police cannot be obtained. The mind of man relents—The teazing difficulties attending Prosecutions restrain the disposition, which otherwise would exist to make examples, and hence petty Thieves have become more audacious and numerous as property has increased. It is only by the direct application of an appropriate Police, that Delinquents can be overawed and restrained. Deprive the Docks of the Security attached to Regulations founded on the Science of Police, and enforced by its Power, and Excesses and Crimes will be committed in spite of *Locks, Gates,* and *every other Preventive Arrangement, short of an overawing System.* Security in this respect is only to be obtained, by making it the sole duty of a certain number of Individuals, properly instructed and relieved at certain periods by others, to watch over the conduct of those loose characters, to whose rapacity the immense Property deposited in the Docks must unavoidably be exposed. But

these

these guards must be trained to this particular duty, and kept pure by checks, to be established under the control of a vigilant magistracy. If not—they will be of little use.

It is the dread of the existing power of immediate detection, and the certainty of punishment as the consequence of this detection, that restrains men of loose morals from the commission of offences. Experience has shown how inadequate common Watchmen are to excite such impressions, and how powerfully they have operated in cases where Officers of Police stood in the same situation.(*g*) This truth cannot be too forcibly, or too frequently impressed upon the mind, wherever arrangements are to be

(*g*) The Marine Police, as recently exemplified, may be considered as quite a new Science, not yet perfectly understood. It operates as a restraint of the most powerful kind upon classes of delinquents, who would be restrained by no other means. To the System of vigilance which has overawed the Criminal actions of Labourers upon the River, joined to the imminent danger of detection, is to be attributed the general success of the design. Wherever this ſpecies of Police attaches, good order and security will prevail even among the most depraved and ferocious in civil society. Where it does not, confussion, irregularity and crimes must be expected. Wherever great bodies of aquatic labourers are collected together, the risque of danger from turbulent behaviour, will be greater, in proportion to the number of depraved characters who are collected together in one spot; and hence it follows, that mischief may be more easily hatched in Docks than on the River. A Police only can counteract this; and to the same preventive system will the Commerce of the Port be indebted for securing both the Docks and the Pool from conflagration. In fine, under every circumstance where property is exposed, a preventive Police must be resorted to in order to be secure.

formed,

formed for destroying the Criminal Confederacies, which the gradual increase of Commerce generated, while no Police existed to cut down the noxious exuberances which grew up as property increased; sapping the foundation of all morals, and annoying the industrious and innocent part of the Community.

These evil propensities and noxious qualities in the human mind in a state of depravity, are not to be removed by *walls*, within which evil doers must be admitted; neither will *locks* nor *bars* avail, where indiscriminate multitudes are to be congregated in one spot. Restraints are only to be effected by the strong and overawing hand of power, constantly exhibited in the view of those who contemplate the commission of crimes, more especially where the moral turpitude of the action has no repulsive effect upon the mind.

Nor can it be argued with truth, that any solid objection exists on the score of *expence*, since that will be shared among the vast quantity of Shipping and their Cargoes to which the general system of Police, so indispensably necessary to protect the Property in question, will apply. These, it has been seen, amount to upwards of *Thirteen Thousand Trading Vessels*, besides the multitude of Craft already enumerated, which, in the course of a year, will lade and discharge in the River, independent of the 400 West-India Ships, for which the Docks are appropriated.

A general

A general Police therefore, aided by an improved Legislative System, such as has been already explained, will be found indispensably necessary under all circumstances, even if all the Docks which have been in contemplation were carried into execution. It is by such means only that disorders are to be repressed, good order maintained, and conflagrations prevented.

Detachments of Police Guards, can be furnished at a less expence to protect Merchandise locally situated, than the same service can be performed in any other way; with this great additional advantage, that while these Guards secure the Property of Individuals, and the Revenue of the State from waste and spoliation, they repress and prevent tumults and maintain good order.

A general System of Police therefore, applicable to every part of the River, and to every Dock and Landing-place, would seem to be indispensably necessary; while, on the score of expence, it would be found infinitely more œconomical than any other mode that could be adopted; and when the proposed actual burden upon the Trade and Shipping is known to be limited to *Ten Thousand Pounds a year*, beyond which it cannot be extended, although it may be reduced to any sum; and when it is also considered that the whole is to be appropriated by the *Commercial Commissioners chosen by the Trade at large*, to the expence of the River *Guards*, without any appropriation for remunerating Magis-

trates

trates (on whom the whole weight and responsibility of management will rest) or in supporting the Judicial Establishment;(*h*) it would seem that every difficulty is removed, and every objection anticipated in the structure of this design, which could operate as an obstruction either to its execution or its permanency.

In apportioning this expence upon the Trade, due attention has been paid to the degree of benefit which each branch will enjoy, by taking into consideration the *extent of the Tonnage*, the value of the aggregate property exposed to depredation, and the degree of risque which attaches to the Merchandise imported and exported by each class.

In calculating however, these risques, the actual losses heretofore estimated to be sustained by each branch of trade, has not been considered as the criterion; nor can it be deemed a just rule, since the operations of the temporary Police has reduced the loss on West-India property to one-fiftieth part of the amount of former depredations, and placed all the other branches of Commerce nearly on an equal footing.

In forming, therefore, the general estimate (which will of course be subject to such modifications as those who are appointed to act for the Trade

(*h*) The Judicial Institution is proposed to be supported by Government, whose munificence already in keeping up the Establishment, while the West-India ships were on their voyages, and in contributing in other respects to the pecuniary aid of the System, deserves the thanks of the whole Commercial body.

at

at large shall deem fit, before the Bill passes into a law,) the judgment exercised has been without bias, and with an immediate view to the relative interests of all who are to contribute to this fund, which is explained in the following

PROPOSAL,

For raising a fund applicable to Police purposes, calculated on the Importation and Exportation of the Port of London, for the year ending January 5, 1798, according to the value of the Goods imported and exported, and to the advantages each branch of Trade is supposed to derive from the protection afforded.

Specification of different Trades.	Value of Imports.	Value of Exports.	Total value of imports and exports	No. of Ships.	Tons.	Rates.	Total Tonnage Dues.
	£.	£.	£.			d.	£.
East Indies	6,544,000	3,958,000	10,502,000	53	41,466	6	1036
West Indies	7,118,000	3,895,000	11,013,000	346	101,484	6	2537
Brit. American Colonies	291,000	1,347,000	1,638,000	68	13,986	5	293
Africa and the Cape	82,000	449,000	531,000	17	4,336	4	72
Southern Fishery	250,000	[54]	250,000	29	7,461	2	62
Greenland Fishery	64,000		64,000	16	4,769	1	20
United States of America	1,517,000	3,899,000	5,416,000	140	32,213	5	670
Mediterranean & Turkey	390,000	119,000	509,000	72	14,757	4	245
Spain	776,000	171,000	947,000	121	16,509	4	275
Portugal	414,000	439,000	853,000	180	27,670	3	345
France	16,000	860,000	876,000	56	5,573	4	97
Austrian Flanders	21,000	118,000	139,000	66	5,104	2	42
Holland	673,000	1,538,000	2,211,000	329	19,166	2	159
Germany	2,658,000	8,014,000	10,672,000	235	37,647	5	784
Prussia	221,000	211,000	432,000	608	56,955	1½	355
Poland	207,000	35,000	242,000	69	17,210	2	143
Sweden	153,000	169,000	322,000	109	14,252	3	178
Denmark and Norway	95,000	711,000	806,000	202	48,469	2	404
Russia	1,565,000	452,000	2,017,000	230	56,131	3	700
Guernsey, Jersey, &c.	219,000	83,000	302,000	46	5,344	2	44
Ireland	1,879,000	660,000	2,539,000	276	32,824	2	270
Coasting Trade	4,100,000	2,500,000	6,600,000	6,500	560,000	½	583
Coal Trade	1,700,000	10,000	1,710,000	3,676	656,000	½	683
	30,953,000	29,638,000	60,591,000	13,444	1,779,326		10,000

	£.
Of this aggregate ½ or three-sixths is proposed to be raised on Imports	5000
⅓ or two-sixths on Exports	3334
one-sixth on Shipping	1666
(Without Fractions.)	£10,000

When

When the immense property which is to be protected is taken into consideration, estimated according to the foregoing Table, to amount to upwards of Sixty Millions a year, contained in above three Million of Packages, all subjected, more or less, to the risque of Pillage, the sum proposed to be raised to attain so great a purpose, as the preservation of half a Million sterling, which is estimated to have been plundered annually, can certainly be no object.—Upon such an extensive scale of Commerce, it is scarcely a drop in the bucket. To use a commercial metaphor, it is employing money where the yearly return (exclusive of the West-India Trade) will amount to 2500l. per cent. But it is even doubtful when the present expence of watching is taken into the account, whether it will cost the Trade a single farthing upon the whole.

It will be seen also by a reference to this Table, that it is proposed to raise the Police fund in the first instance upon the Tonnage of the Ships, nearly upon the plan which is adopted with respect to Light-houses. The Bill provides, that it shall be received at the Custom-house before the Ships enter or clear, and paid regularly by the Collector to such Treasurer as the Commercial Commissioners shall appoint, and that it shall be entirely under their control.

The Ship-Owners, or their Agents, who advance this money, in the mean time are authorised by the Bill to make a charge in their freight notes to each

shipper or importer according to the Tons of Goods, which may either be exported or landed according to the rate specified in the Table, deducting therefrom one-sixth part which falls upon the Ship.—While much consideration has been bestowed in framing the clauses in the Bill which relate to this object, with a view to prevent trouble; nothing can exceed in point of anxiety, the pains which have been taken to guard both the shippers and importers against frauds in proportioning the charge, so that no greater expence than the *bona fide* Tonnage shall fall upon the Merchants, which will be found in its innumerable subdivisions, to be a very trifling burden to the various classes of Importers and Exporters, who are to benefit so essentially by the very useful application of this inconsiderable sum of money.

Were its benefits to extend no farther than to restrain and keep within bounds, the evil habits and unprincipled dispositions of nautical labourers, and to guard the Shipping and the Port against accidents by fire or by tempestuous weather in the night, it would, to attain such objects, become a cheap purchase; but when it has been seen in this, and the preceding Chapters, that it is intended and expected, to compass the great object of renovating the relaxed morals of the lower classes who labour on the River, and to secure the vast floating Property from pillage and depredation; candour must admit, that even ten times the proposed sum would not be too

high

high a price for the benefits which are contemplated, and which will, most assuredly, result from the system, if the Bill, which has already been brought under the review of the Reader, shall pass into a law.

Under this mild and appropriate system of legislation, in framing which every aid that could be derived from labour and experience, has been exhausted to render it as perfect as possible, there will be no reason to apprehend any relaxation of the energy of the system. In whatever hands the superintending execution may be placed, it must retain its vigour and preserve its utility. To secure this essential point, without which, many of the best institutions moulder into sinecures, the powers of the mind have been anxiously employed in establishing checks, which cannot fail to secure a permanent energetic execution.(*i*) To the Commercial body, therefore, who trade to and from the Port of London, this Bill will prove a treasure which can never be sufficiently

(*i*) The uninterrupted energy of the system is secured by the power vested in the Commissioners, who manage the Police fund, to with-hold supplies, in case they are not satisfied with the proper conduct of those in the immediate management, or with respect to the advantages resulting from the Police in general, in securing Commercial Property against depredations.

The checks thus established, cannot fail to secure a permanent and unceasing attention to the means of supporting the system in its full vigour. Since the subsistence of those engaged in the execution, will depend on the energy they display, and the good effects which it produces.

estimated. The good effects which it will produce, will develope themselves every year in the removal of evils and pressures, in a manner hitherto conceived impracticable, because the labour of previous investigation was Herculean, and such as was not likely to be undertaken.

The ground, however, has been at length cleared. The evils have been brought within a focus capable of being contemplated, both in the mass and in the detail. Their extent and magnitude have been finally understood, and such remedies have been suggested, as, when fairly applied, will unquestionably be successful, if the System of Legislation which has been proposed shall receive the sanction of Parliament. An explanation of the advantages to be derived from this salutary measure, together with a summary view of the proposed Bill, will form the subject of the succeeding Chapter.

CHAP. IX.

A Summary Explanation of the advantages which will result from an improved System of Legislation for the River Thames.—A General View of the various powers and provisions of the proposed Bill, under twelve different heads, with explanatory notes.—The advantages of the System (when aided by pecuniary energy) explained, in counteracting the designs of evil disposed persons, and preventing Depredations on the River, Quays, Warehouses, &c.—The security thus obtained will result from the Design having its foundation in an improved Legislative System of Police Œconomy, having Magistrates armed with apposite and proper powers:—The advantages of such powers to Land-Constables, River-Patroles, &c. in giving effect to their exertions for the purpose of protecting Property.—The security and œconomy which will attach to the discharging System by the operation of the proposed Law, and the benefits which will be derived from the exercise of the powers and functions of the Commercial Commissioners—In the general security of Property; the increase of the Revenue; the improvement of the morals of the people; and holding out an example to every Commercial Port in the Kingdom.—Concluding Observations.

ALTHOUGH

ALTHOUGH it must be evident from what has been already stated, that the completion of the System of Police for the River Thames, by placing it on the *firm basis of Legislative Authority*, must be productive of incalculable advantages to the Trade of the Port, yet it may be of importance, with a view to the further elucidation of this branch of the Subject, to give the following summary detail and explanation of the nature of these advantages, as resulting from the improvement of the Laws with respect to the River Police; and from the measures and arrangments which will be grounded on the Legislative and pecuniary energy, which will thus be created and rendered effective.

The leading objects of the THAMES POLICE BILL, which have been offered to the consideration of Government by the General Committee of Merchants, are these following:—

I. To extend the provisions of the Act of the 32 Geo. III. Cap. 53. (commonly called the Police Act,) so far as relates to the appointment of Special Justices, to sit at a Public Office, at or near Wapping New-Stairs, and to conduct and superintend the System of the Thames Police; with power to the Judicial Clerks to receive the established legal Fees, and to pay the same, together with penalties and forfeitures, into the hands of a General Receiver, towards a Fund for the Judicial Department of the general System,—*called the Office Fund.*

II. To authorise the Special Justices, nominated by His Majesty, to appoint and dismiss *Office-Constables, River-Surveyors and their Watermen, Ship-Constables and Quay-Guards*; and also to empower the Lord Mayor of London, and the Master, Wardens, and Assistants of the Trinity Corporation, to dismiss any of these Officers on any well-grounded charge of Misbehaviour. Their authority to act as Constables, to be limited to the jurisdiction of the Special Justices, and in no case to extend to the City of London.

III. To give power to Commissioners, chosen by and representing twenty-eight different Trading Bodies in the Port of London, to lay a limited Assessment on Trade, to be denominated *The Thames Police Guard Fund*, to be raised by Tonnage duties, (*k*) the amount of which is at no time to exceed Ten Thousand Pounds a year; and which may be reduced at the discretion of the Commissioners, according to the exigencies of the case.—The Commissioners to fill up Vacancies in their own Body; to appoint a Collector, Treasurer, Cashier, and Auditors, &c.—To regulate the dresses of Lumpers, by prohibiting habiliments contrived (as at present) for secreting Plunder, and to make regulations for the government of Lumpers.—To appoint Ship Inspectors at the instance of Owners and Consignees, for saving Spillings, Sweepings, and Drainings, &c.—To appoint Wharf Inspectors with the power of Constables; also, Warehouse Inspectors at the instance of the Owners and Consignees.—To devise Tickets, without which Lighters navigating in the night may be stopped as suspicious; with General Powers to make regulations relative to the Shipping, Unlading, Landing, Warehousing, and Sampling Goods, for the prevention of Waste, Accident, and Depredation;

(*k*) See the Table of Tonnage Dues, &c. Chap. VIII. page 269.

but

but with power to the King in Council at the instance of the Lord Mayor and Aldermen, the Treasury Board, or the Board of Customs, to annul such regulations.

IV. To give power, to the Thames-Police Commissioners, and the Special Justices, to grant an annual Licence at their discretion, as in the case of Ale-houses, to Master Lumpers, without which they cannot exercise their profession as Contractors, for Lading or Discharging Vessels in the River Thames: (*l*) Licence duty to be £. 10 a year, and to make a part of the Office Fund.

V. To

(*l*) The proposed measure of allowing no person to lade or discharge Vessels, who has not been previously licensed and approved by the Commissioners and Magistrates, is a most useful regulation, which cannot fail to operate powerfully in reforming the criminal habits, both of the Master Lumpers and the men they employ. This important trust will be commi:ted only to men of approved characters, who will feel a certain responsibility; and the fear of losing their Licence in consequence of complaints, on account of inattention or neglect, will render them infinitely more alert, cautious, and attentive, than they have heretofore been. Under this regulation the best men will be selected, who will subject themselves to certain rules beneficial to the Trade, and to the security of Ships' Stores and Cargoes against Plunder.—When the War is over, it will be a suitable provision for Masters, Mates, and other Officers, who have fought and bled in the service of their Country.—At present there are about

120	Master Lumpers	in the West-India and other Trades.
10	do.	in the East-India Trade.
7	do.	in the East-Country Trade
25	called Undertakers,	in the Coal Trade,
Total . 162		

Of these, some are very exceptionable characters, and not a few of them are Publicans, who have little or no knowledge themselves

V. To empower Thames-Police Justices to require Working Lumpers to register their names at the Public Office, before they can be authorised to work under Master Lumpers, in lading or discharging Ships in the River Thames. The Fee of Register to be limited to 6d. each, and no more: and a small Penalty to be imposed on those who work without having first procured a Certificate. (*m*) Power also, to require the Names and Places of Abode of *Lumpers, Coopers, Watermen, and Lightermen*, employed in Ships under discharge. To station Ship Constables on certain Terms, at the instance of the Owners or Consignees, for the Protection of the Cargo.—To register the Contracts made with Master Lumpers and Working Lumpers, for the purpose of ascertaining the conditions of the Engagements, and thereby preventing Disputes.—To appoint any fit person recommended by a Ship's Husband, to be a Ship's Constable.—And those only to be charged for, who are sworn Officers.

VI. To empower Thames-Police Surveyors to visit Ships, to direct Ship Constables:—To inspect the conduct of Lum-

selves of Nautical Officers, and trust to men called *Foremen of Gangs*, who with some few exceptions, have been no less criminal than the Common Lumpers. The power of selecting and controling this class of men therefore, becomes an object of the greatest importance in rendering the Preventive System complete.

(*m*) This Regulation is expected to be of the greatest use in controling and overawing this turbulent and depraved Class of Men, and of course restraining them from committing acts of Pillage on the Cargo, Stores, or Materials of the Ships on which they are employed. It has already been seen, that they are extremely numerous, and that their Morals are exceedingly relaxed. Whereever Regulations can be devised, whereby they can be prevented from committing Crimes, a service is done to themselves and the Community, while it becomes a great act of humanity to their families.

pers,

pers, Coopers, &c.—To search Lighters navigating at unseasonable hours, and under suspicious circumstances.

VII. A Power to Thames-Police Constables (similar to what is given by the Bumboat Act, &c.) of Seizure and Arrest on view, in respect of Goods clandestinely taken from Ships, Boats, Landing-places, and Warehouses.

VIII. Ship-masters to keep fastened up all the avenues to the Hold of the Ship but one, and that too when Goods are not discharging:—Power to search Working Lumpers.

IX. Master Lumpers bound under a Penalty to search Working Lumpers, besides being responsible for specific losses.

X. Powers which may be exercised by the Lord Mayor and Aldermen of London; the Special Justices of the Thames Police; and all other Justices having jurisdiction where the Offences may be committed, being within the limits of the River Thames, and the Cities and Counties adjacent thereto. Namely:—

To inflict slight Penalties by summary Procedure on circumstantial Evidence, aided by the Examination of the Delinquent, (as under the Bumboat Act, and stolen-metal act where, on regular Proof, it would be Felony;)—and to attach upon the Practice of Depredation, in such stages of its progress as are previous, or subsequent to the Felonious Act:—To grant Warrants to search, on Oath of Suspicion, at supposed Receivers, and in Default of regular Proof, the Offence punishable as a Misdemeanor:—To trace suspected Goods through any number of Hands:—The Penal Offences cognizable in a summary way are these following—

1st. Lumpers convicted of quitting Work unlawfully may be punished as other Labourers under the Act 6 Geo. III. cap. 25.

2d. Lumpers convicted of neglecting to register their Names.

3d. Master Lumpers convicted of neglecting to search Working Lumpers.

4th. Labourers

4th. Labourers and others convicted of wilfully injuring Packages, and letting out their Contents, for the purpose of profiting by the Waste.

5th. Persons convicted of having Jiggers, Bladders with nozles, &c. concealed for the purpose of drawing off Liquors.

6th. Persons convicted of throwing Goods overboard when pursued, for the purpose of preventing discovery.

7th. Persons convicted of fabricating false Bills of Parcels to cover suspected Goods.

8th. Persons convicted of not stopping suspected Goods and the Offenders, when offered for Sale.

9th. Persons convicted of having Goods in their possession, suspected to compose part of the Cargo or Materials of any Ship or Vessel in the River Thames, and not giving an account to the satisfaction of the Justice, how they were obtained.

10th. Persons convicted of carrying, or suffering to be carried, Coals from Ships, &c. otherwise than in the regular course of Trade.

11th. Persons convicted of refusing to assist Thames Police Constables, in the execution of their duty.

12th. Persons convicted of obstructing the execution of this Act.

13th. Persons convicted of suppressing Evidence, with a view to defeat Justice.

14th. Persons convicted of injuring, damaging, or destroying the Thames Police Guard-Boats.

XI. The Act of the 2d Geo. III. cap. 28. (Bumboat Act) amended, with respect to the Procedure under Search Warrants, and the Power of tracing suspected Goods through any number of Hands.—Also with regard to Offences against that Act, punishable either as such, or as against this Act, according to the nature of the Case. Boats which are peremptorily ordered to be burned, may be either destroyed or sold.

—Misdemeanors

—Misdemeanors under the Bumboat Act, which are transportable Offences for Fourteen Years, to be deemed Felonies, that the Procedure may be prompt as in Felonies, instead of dilatory as in Misdemeanors.

XII. The Privileges of the City of London, secured by specific Clauses.

The advantage, resulting from a System of Legislation, so peculiarly adapted to the great object of renovating the morals of the Labouring Classes on the River Thames, aided by pecuniary energy, and by powers calculated, more to counteract the Designs of evil-disposed persons by embarrassing them at all points, than to punish, may be anticipated; and its effect will be the prevention of Depredations, not only on the River, Quays, and Warehouses, but in all situations where they were formerly committed.

Upon this basis will of course be erected an improved System of Police Œconomy, in which will be combined every thing that can tend to give utility and effect to the Design.

In the Judicial Department, the best possible arrangements will of course be made, that Public Justice may be administered without interruption, and as heretofore, with purity, caution and regularity.

The Magistrates thus assisted by apposite Powers, will not only feel confident in the execution of the trust reposed in them, but will experience an additional degree of satisfaction, in prosecuting the labours which their duty imposes.

Placed

Placed by Legislative Authority on certain and permanent ground, the anxiety to accomplish the great objects which are in view, will operate upon pure and intelligent minds as a strong stimulus to exertion, in giving vigour and correctness to every Department in the System.

The Land Constables will of course be increased, so as to render them competent to guard every avenue to and from the River, to embarrass criminal People in the transit of stolen Property; and to render the trade of Pillage too hazardous and unprofitable to be followed.

The River Patroles will, in like manner, be so augmented as to render their Surveys effectual in every part of the River, from Westminster Bridge to Blackwall.

Constant and regular Police Guards, properly instructed and controlled by Superior Officers, will form a chain of Protection on both sides of the River, wherever Commercial Property is exposed to danger, either in Craft or upon the Quays and Wharfs, with the advantage of a relief every six hours.

The discharging Department will undergo many useful improvements, from the more effectual control of the Master and Working Lumpers, who will be completely restrained from those acts of Pillage, to which they have been so long accustomed, while by means of a fair competition, this necessary labour will be obtained at a moderate expence. The useful Functions of the Commissioners will contribute, in

an

an eminent degree, to the general benefits which cannot fail to result from the combined efforts of men of enlightened minds, having no object in view but the Public good. Under this Patriotic Influence, the Powers granted them to make Ordinances and Bye-laws must be employed for the most useful purposes.

In the *complete Formation* therefore, of this important Design, may be reasonably expected every benefit to the Individual and the Public, which can result from the Security of Commercial Property, the preservation of his Majesty's Stores, the increase of the Revenues of the Crown, and the general improvement in the morals of a vast Body of People: returning at least fifty fold, on the pecuniary sacrifice which is proposed:—while an important example is thus held out to every other great Commercial Port in the Kingdom, as well as to his Majesty's Dock-yards and other Repositories, exhibiting and demonstrating, by what means the same benefits may be extended generally, wherever Depredations, Embezzlements, or Frauds, have been found to prevail.

These elucidations of a most important subject, it is earnestly to be hoped, will produce the desired effect.

The Fabric being thus raised, and all difficulties removed, which depended on Labour, Investigation, and Legislative Arrangements, it remains now for his Majesty's Ministers and the Commercial Body to *lay the Key-stone of the Design.*

In

In accomplishing this object, they will have the triumph and satisfaction of having contributed, in an eminent degree, to the Improvement of Morals, and the Prevention of Crimes, and they will deserve the Thanks of the Nation, and the Gratitude of Posterity.

CHAP.

CHAP. X.

General Statement of the various Authorities, entitled to exercise Jurisdiction on or near the River Thames.—1st. The King.—2d. The Lord Mayor and Corporation of London, as Conservators of the River, &c.—3d. The Corporation of the Trinity-house.—4th. The West-India Dock Company.—5th. The Boards of Custom and Excise.—6th. The Lord Mayor and Aldermen as Magistrates, and the other Justices of the Peace, in the several Counties and Cities on, and near the River; in taking cognizance of Offences punishable by the Statute Law of this Kingdom.—The power of the Crown considered separately.—Most of its Rights in the River Thames, granted to the Corporation of London by various Charters, and confirmed by Acts of Parliament.—The inconvenience attending such grants.—The privilege of Mooring-Chains reserved by the Crown.—The Grantee thereof compelled to sell his interest by the Wet-Dock Act, 39 Geo. III.(*n*)—*The provisions of the Act on that subject explained.—The Tonnage Duties granted to the Crown by that Act, and their application also detailed and explained.*

(*n*) Cap. lxix of the Series of *public local-and-personal Acts*; which are distinguished, in the quarto edition of the Statutes, by being placed after the *public general Acts*; and, in citation, by the Chapters being thus marked by Roman numerals.

HAVING

HAVING now completed the various details respecting the rise and progress of the Commerce of the River Thames;—the depredations to which that Commerce is liable; and the Preventive System of Police already existing, and proposed, in future, to be enlarged, for the protection and security of the immense mass of floating property; the Author conceives, that it must become a matter of great curiosity and interest, with every Reader, to learn under what powers and authorities the whole of so extensive a System has been, and is to be, conducted and regulated.

An investigation of this nature cannot fail also to prove useful, inasmuch as the facts which it developes may tend, in an eminent degree, to explain the causes which have produced those excesses, irregularities and crimes, which have been already brought under the review of the Reader.

If other evils, highly injurious to the Navagation and Commerce of the River, can be traced to a source which has proved inefficient and even noxious in its ultimate effects; a general view of whatever may have been productive of benefit or injury, in regulating the Police of the Port of London, and River Thames, cannot fail to be important; and it is not to be doubted, that further improvements may suggest themselves for the general interests of the River and

and the Port, by means of a clear and comprehensive view of its existing Regulations.

Six distinct authorities may now be said to exist, all of them exercising, or about to exercise, certain Powers and Jurisdictions with respect to the River Thames; and forming together the general Police of this great Commercial Port.

I. His Majesty, as Lord of the soil of the River, has exercised jurisdiction with respect to mooring-chains; by grants to individuals, and also by the right exercised of fixing Mooring Chains in the River, for Ships of War. His Majesty in Council, appears also to have exercised a certain jurisdiction respecting the birthing or placing of Vessels; as in the case of foreign Ships in 1797, which were ordered not to approach the Metropolis nearer than Limehouse.

II. The Lord Mayor of London, as Conservator of the River, and the Corporation, and their Officers, by Virtue of certain Charters and Franchises, exercise various privileges and jurisdictions respecting the Fishery, Encroachments and Nuisances on the River; and as to the lading, unlading, and measuring, selling and transporting of Merchandise; to these are now added other powers and privileges under the *Wet-Dock Act*.

III. The Corporation of the Trinity-House, of Deptford Strond, exercise certain functions and duties under the authority of Royal Charters, and Acts of Parliament, relative to Seamen, Pilots, furnishing

nishing Ballast, erecting Light-houses, and carrying into execution the provisions of the Wet-Dock Act, and other Acts for the improvement of the Navigation of the River.

IV. The WEST-INDIA DOCK COMPANY, have certain powers and jurisdiction conferred upon them, by the Wet-Dock Act, for the erection and preservation of Wet-Docks in the Isle of Dogs, for the accommodation and protection of the *West-India Trade.*

V. The COMMISSIONERS of His Majesty's CUSTOMS and EXCISE, by themselves and their Officers, under the authority of Parliament, make and enforce Regulations respecting the security, and the collection of the Public Revenue.

VI. *The Lord Mayor and Aldermen,* as MAGISTRATES, in the City, together with His Majesty's other JUSTICES OF THE PEACE, acting for the Cities and Counties adjoining the River Thames, take cognizance of Felonies, Larcenies and Misdemeanors committed within their respective jurisdictions; not only within the limits and under the circumstances prescribed by the Bumboat Act, 2d Geo. III. cap. 28, but also according to the powers and provisions of various Acts of Parliament, inflicting punishment on a vast variety of Nautical Offences.

As it is by the general operation of all these authorities, that the Government and Police of the Port of London, are now to be considered as carried on; it will of course, be necessary to enter into an explanation of the nature and extent of the

the powers exercised by every department. In so doing, an attempt will be made to trace out, as precisely as possible, the nature and extent of each separate jurisdiction: to detail the manifold Regulations and Provisions of the Stat. 39 Geo. III. c. lxix. "for rendering more commodious, and regulating the Port of London," generally called *The Wet-Dock Act*; so as to shew, in the most clear and distinct manner the several purposes to which that Act is applied: And lastly, to give a view or abstract of the punishments inflicted by a great number of Statutes, on Maritime Offences of every description;—of the duties prescribed to Captains of Merchant Ships, and their Officers,—and of the *Rules and Regulations of the Port*, which it becomes requisite for them punctually to observe and obey.

Respecting the Crown.

It appears, that the successive Sovereigns of England, by a variety of Charters (48 in number) from Richard I. to Charles II. granted the Conservation of the River Thames, and certain other privileges to, and imposed corresponding duties on, the Mayor and Commonalty of London; all these (except nine Charters of Henry the IV. made void) were ultimately established, after the Revolution, by the Statute 2d William and Mary, Stat. 1. c. 8; vacating the judgment on *Quo Warranto*, given

against the City, in the 35th of Charles II. and confirming all the privileges of the Corporation.

Thus did the Crown relinquish the powers which, in similar cases, are exercised by Government, and which, therefore admit, from time to time, of beneficial arrangements, and Legislative ameliorations. It would appear, that the River Thames, under the peculiar circumstances in which it was placed, suffered considerably in its improvements, from the relinquishment of that paramount authority which, while it remains unimpaired, has been found best calculated under the direction of Parliament, when unrestrained and unshackled by corporate privileges, to accommodate the public at large, by Regulations adapted to the progressive improvements in civil society.

To this, among other causes, may be attributed the difficulties which have occurred in carrying into effect several excellent improvements, which had been in contemplation during more than two centuries, for the purpose of removing many of those temptations which have generated habits ruinous to the morals of the labouring classes upon the River, and hostile to those general accommodations which were imperiously called for by the rapid increase of Commerce and Navigation.

Since the grant and confirmation of the Charters already alluded to, it does not appear, that the Crown has attempted to exercise any right or power

over the River Thames, excepting with respect to the Lordship of the Soil or Surface, under low-water mark.(*n*)

This right was exercised in the instance of the Lease or Patent, granted of the privilege of placing Mooring Chains in tiers, in the bed of the River, for the accommodation of Shipping; which was recently enjoyed by Lord Gwydir, and from which a considerable annual emolument was derived.

By the *Wet-Dock Act*, (§ 35, 36) Lord Gwydir is required within six months, on receiving an adequate compensation, to surrender to His Majesty the rights and interests possessed by him, respecting the whole of the Mooring Chains; for the purpose of transferring such rights and interests for the use, benefit, and convenience of the Public, free from all rents and dues thereon; for which a compensation is to be made to the Crown.

By § 119 of the Act, the compensation to Lord Gwydir is to be made by the direction of certain Commissioners of compensation; and by § 152, the

(*n*) The following transcript, found among the MSS. of Lord Treasurer Burleigh, in Queen Elizabeth's reign, has been quoted, to shew how far the soil and ground, under the River, belongs to the City. "Also, for proof of the Prince's interest, in Rivers flowing from the Sea, the Thames and Conservation thereof was not only given to the City of London, but, by their especial suit, the King gave therewith all the ground and soil under the same: Whereupon, if any that hath a house, or land adjoining, do make a Strand, Stairs, or such like, they pay forthwith a rent to the City of London, how high soever they be above the low-water mark."

See Stow's *Survey of London*; vol. i. p. 35.

amount of this compensation, is to be, in the first instance, advanced out of the Consolidated Fund; and repaid thereto out of the rates raised by virtue of the Act. The appointment of these Commissioners, their Oath of Office, &c. are regulated by § 130, 131 and 132 of the Act

By § 120, the compensation to be made to his Majesty, for relinquishing the rents and profits of the Mooring-Chains, as settled by the same Commissioners and the Treasury, and to be also advanced out of, and repaid to the Consolidated Fund, is to be paid into the Bank, on account of the Treasury, and applied in the same manner as money paid for the redemption of the Land-tax.

By § 37, After the surrender is thus made, the Lord Mayor and Corporation of London, or such person as they shall appoint, under the inspection and approbation of the Members of the Trinity-house, are authorised and required, to repair and remove all or any of the Mooring Chains between *London-bridge* and *Bugbey's-hole*, and to cause others to be placed in their stead, in such situations, within the same limits, as shall appear to them and to the Trinity-house to be most advantageous for the Trade and Navigation of the River. With power also, (under the same inspection and approbation) to remove other Mooring Chains, on first making compensation to the Owners and Lessees for the injury they may by that means sustain.

By § 134, "In consideration of the great accommodation and Advantage, which the several "Works and Regulations, which the Act authorises "to be made, will afford the Shipping and Trade of "the Port, and in consideration of the great charges "and expences, which will be occasioned by making, building, erecting, and providing the Canal, "Cuts, Sluices, Bridges, Roads, and other Works "authorised by the Act to be made by the Corporation of London," the following Tonnage Duties are granted to the Crown, for the term of Fourteen Years, from August 1, 1799; payable by every Master, Owner, or Person having the charge of Ships and Vessels, trading to, frequenting, and using the Port of London, of which the intended Canal, Docks, and Works are to be part.

	per Ton.
1st. CLASS.—*Coasting Vessels*, to or from any part of Great Britain, for every Voyage, both in and out inclusive	*d.* 1
2d. CLASS.—*Vessels entering inwards* from *Denmark*, *Norway*, or *Lapland*, (on this side of the *North Cape*) or from *Holstein*, *Hamburgh*, *Bremen*, or any other port in *Germany*, bordering on or near the *Germanic Ocean*, or from *Holland*, or any other of the *United Provinces*, or the *Netherlands*, *France*, (within *Ushant*) *Guernsey*, *Jersey*, *Sark*, *Ireland*, or the *Isle of Man*	1¼

Vessels

	per Ton. d.
Vessels clearing outwards to the above Countries	1¼
3d. CLASS.—*Vessels entering inwards* from *Lapland* (beyond the *North Cape*) *Finland*, *Russia* (without or within the *Baltic Sea*) *Livonia*, *Courland*, *Poland*, *Prussia*, *Sweden*, or any other Country within the *Baltic*	2
Vessels clearing outwards to the above Countries	2
4th. CLASS.—*Vessels entering inwards* from *France* (between *Ushant* and *Spain*) *Portugal*, *Spain* (without the *Mediterranean*) or any of the *Azores*, *Madeira*, or the *Canary Islands*, or any of the United States of *America*, or any of the *British Colonies*, or Provinces in *North America*, or from *Florida*	2¼
Vessels clearing outwards to the above Countries	2¼
5th. CLASS.—*Vessels entering inwards* from *Greenland*, *Gibraltar*, *France* or *Spain* (within the *Mediterranean*) or any Country, Island, or Place, within or bordering on or near the *Mediterranean* or *Adriatic Sea*, or from the *West-Indies*, *Louisiana*, *Mexico*, *South America*, *Africa*, *East-Indies*, *China*, or any other Country, Island, or Place, within or bordering on or near the *Pacific Ocean*, or from any Country or Place whatsoever, to the Southward of 25 degrees of North latitude .	3¼

Vessels

	per Ton.
Vessels clearing outwards to the above	*d.*
Countries	$3\frac{1}{2}$

EXEMPTIONS.—(By § 135.) Ships of War; or Ships and Vessels belonging to his Majesty or any of the Royal Family: Coasting Vessels under 45 Tons, registered Tonnage; Coasting Vessels, the principal part of whose Cargo shall be Corn; Fishing Smacks, Lobster and Oyster Boats; Vessels for Passengers; and Vessels or Craft navigating the River Thames, above and below London Bridge, as far as Gravesend only.

These Rates and Duties are (by § 34) vested in his Majesty, &c. and are directed to be paid, when the Ships and Vessels enter inwards or clear outwards, or before they depart the Port, at the Custom-house of London, to the Collector appointed for that purpose, who shall pay the same into the Exchequer.

On the credit of these Tonnage Duties (and to be repaid by the said Duties) § 151 of the Act authorises 72,000*l.* to be advanced from time to time, out of the Consolidated Fund, to the Chamber of the City of London, to be applied as follows:—

1st. In defraying one moiety of the expence of obtaining the Act.

2d. In purchasing Houses, Buildings, Lands, &c. and defraying the Costs incident thereto, and in paying the necessary Charges and Expences of designing, laying out, making, and completing the Canal across the Isle of Dogs, and

and the Cuts, and other Works, authorised to be made and done by the Corporation of London.

3d. In paying all the necessary expences of attending, managing, regulating, maintaining, repairing, and preserving the same Canal, and other Works, for the term of three years next after notice shall be given, that the Canal is ready for use, and until the transit-rates (mentioned in a subsequent Chapter) shall become payable to the Corporation.

4th. In paying, during the said *three years*, such yearly and other sums, as may be payable by the Corporation of London, for compensation for losses and deficiencies of Tythes, Taxes, Sewer Rates, and other Rates and Assessments.

On the credit of these Tonnage Duties, the Act (§ 152) also authorises advances to be made from the Consolidated Fund, to the Commissioners for compensations (to be replaced from the said Duties) of such sums of money as may be necessary to pay the Compensations directed by the Act; including those to the Crown, and *Lord Gwydir*, in respect of the *Mooring Chains*; and for defraying the expence of ascertaining the same.

By § 154 of the Act, the monies raised by the said Tonnage Duties, are directed to be applied and disposed of in the following manner:—

So much thereof shall be paid into the Chamber of London, as shall be sufficient from time to time, not only for defraying the necessary Costs and Charges of maintaining and repairing, altering and renewing the *Moor-*

ing

ing Chains in the River Thames, and laying down new ones when necessary: But also for paying the Salaries and Wages of *Harbour-Masters* and their Assistants, pursuant to the Act: which Expences and Salaries are directed to be paid by the Corporation accordingly.

After the above payments into the Chamber of London, the residue of the monies arising from the said Tonnage Dues is to be applied in repaying to the Consolidated Fund the sums advanced in pursuance of the Act, as already specified, with 5 *per cent.* interest on the same; and when these advances are fully repaid, the said residue is to be invested in Stock, in the names of the Chamberlain, Town Clerk, and Comptroller of London, for the time being, who shall invest the yearly Dividends in their names in the like manner, for the purpose of accumulation; until the Dividends of the Stock purchased by such accumulation, shall be sufficient for the payment of the Expences of the Mooring-Chains, and of the Salaries of the said *Harbour-Masters* and their Assistants.—And when the Dividends are sufficient to answer those purposes, the Rates and Duties imposed by the Act are to cease and determine.

Such are the Functions exercised by the Crown, respecting the Police and other Regulations of the River Thames and the Port of London. It is however to be observed, that the chief part are created by the *Wet-Dock Act*, and are of a temporary nature; so that in consequence of this Act, when the money to be advanced by Government is refunded, every right of interference, on the part of the Crown, except what relates to the Lordship of the Soil under the River,

and

and the general rights of Sovereignty, which are reserved, will be totally relinquished.(*o*)

It remains therefore, to explain at length the Powers and Functions of the respective Public Bodies, and Persons already alluded to, as exercising jurisdiction on or near the River, viz:—*The Lord Mayor, and Corporation of London: The Trinity House: The West-India Dock Company: The Boards of Customs and Excise: And the Justices of Peace, in their respective Jurisdictions, under various Acts of Parliament.*—These will form the subject of the five following Chapters of this Work.

(*o*) By § 175 of the Act, all the Rights, Interests, Privileges, Franchises, and Authority of his Majesty and his Successors, except as to the Mooring Chains, are reserved.—And by § 176, power is also reserved to the Lords of the Admiralty, to lay Chains, &c. for mooring Ships or Vessels, belonging to his Majesty, in any part of the River below Greenland Dock.

CHAP.

CHAP. XI.

The Powers and Functions of the LORD MAYOR *and* CORPORATION *of the City of* LONDON, *as applying to the Police of the River Thames and the Port of London.—Appointed Conservators of the River, by successive Charters.—The local extent of their Jurisdiction.—The deputy Water-Bailiff's Duty.—The inefficacy of the mode of proceeding by the Courts of Conservancy.—The Regulations of the Fishery, by Statutes,* 9 *Ann, cap.* 26. 30 *Geo.* II. *cap.* 21. *and* 33 *Geo.* II. *cap.* 27.—*The Advantages of summary Proceedings in small Offences.—Exclusive Jurisdiction of the Corporation, a Burthen to themselves and an Evil to the Community.—A General Review of the Specific Rights and Privileges of the Corporation, and of the Instances in which they have been exercised:—Observations thereon.—The continual Decrease in the Depth of the River, attributable to the want of a proper Responsibility attaching somewhere.—The Powers conferred, and the Duties imposed on the Corporation, by the* WET-DOCK ACT, *detailed and explained.—The Transit-Rates payable under that Act, to the Corporation.—The Control exercised by the Corporation, by virtue of several Charters, over certain classes of Labourers, and in the garbling, package, scavage, balliage, and portage of Goods, exported and imported:—As also respecting*

respecting Carts:—Tackle-House Porters:—Ticket Porters;—and the Watermen's Company.—General Recapitulation of the various Functions and Duties of the Corporation.—Concluding Reflections.

KING RICHARD I. in the Eighth Year of his Reign, A. D. 1196, granted to the City of London a Charter, for which they paid him Fifteen Hundred Marks. This is the first Charter, by which the Corporation of London claims the Jurisdiction and Conservancy of the River Thames. As it did not prescribe any Bounds, or limit the Extent, over which the City was to take Cognizance, but transferred to the City, all the Right and Jurisdiction before then enjoyed by his Majesty's Keeper of the Tower; it was inferred, that the City's Right of Jurisdiction included the whole River, from its junction with the Sea Eastward, so far Westward as it is known by the name of the Thames. But, in consequence of the loose expressions of this grant, both the extent of the City's Jurisdiction, and the objects of their Power, were, from time to time, so much contested, particularly by the Keeper of the Tower, that it was found needful to explain and amend this Charter, by many others subsequent: In several of these, and for a long succession of time, the extent of the City's Jurisdiction on the River Thames, has been recited and admitted to extend from Colne Ditch, a little West-

ward

ward of *Staines Bridge*, to *Yendal* (sometimes called *Kendal*) *Yenland* or *Yenfleet*, East of London Bridge: The Stone which marks the Boundaries to the East, being not far from Upnor Castle. This Jurisdiction includes part of the River Medway, and its Cognizance extends to the removing all wears and other nuisances in the River; and all encroachments by Buildings or Wharfs on the shores; to preserve the Fisheries, and seize unlawful Nets; and to punish the Fishermen offending against the Ordinances made for the Regulation of their Conduct by City Authority.

In order to execute the proper Orders enacted by this Authority, the Lord Mayor, for the time being, is by various Charters appointed to exercise and execute the Office of *Bailiff and Conservator of the Waters of Thames and Medway*, and of every Bank, Shore, and Wharf thereof, within the Port of London; for which purpose he hath a deputy or substitute, by the name of the *Under* or *Deputy Water-Bailiff*, whose office is to discover and bring to punishment all Offenders as to any of these points.

It is the duty therefore, of this Officer, besides enforcing the Regulations respecting the Fishery, (on which more shall be said hereafter) to notice and report all encroachments on the River or its Banks, and all Nuisances and Annoyances, whereby the Navigation may be obstructed, or in any respect injured;—such as throwing *Rubbish into the River, pitching Poles, erecting Wharfs, making Causeways and*

and Stairs, continuing or increasing Aytes, making or continuing Stages, erecting Walls, building Pot Galleries, planting Oziers, laying Mooring-Chains in the River,—and obstructing the Navigation, by laying Lighters and Craft in improper situations; and to receive instructions with respect to the Indictment of Offenders.

The Lord Mayor, for the time being, as Conservator of the River, has been accustomed to hold about eight Courts of Conservancy in the course of a year; that is to say, one or two for each of the four Counties of *Middlesex, Surrey, Kent,* and *Essex.* At the first of these Courts the Jury are sworn and charged; and at the second they present such Nuisances and Encroachments as they think fit, and try such Traverses as come before them. On conviction of Offenders, they are either fined, or imprisoned; or the Nuisances and Encroachments are ordered to be removed.

A very slight knowledge of the habits and practices of persons who support themselves as Labourers by the Trade of the River Thames, and of the multitude of Nuisances and Obstructions, which must naturally be expected, prove how inadequate such a System must necessarily be to the removal of these Evils. This is further obvious from the very few instances of punishment which have occurred in the course of the 18th Century.(*p*) Had there existed

(*p*) See Minutes of the Evidence before the Committee of the House of Commons, on the Wet Dock Bill, page 110.

a Police

a Police, adequate to the object, it is not too much to say, that if the convictions had corresponded with the Offences, they must have increased, at least, one thousand fold; but the truth is, that this ancient Court of Record is too circuitous in its procedure, and by no means adapted either to the present state of society, or to the object of preventing the evils which it was established to control. These have therefore, multiplied like other more atrocious offences in a ratio which is not to be conceived. For the purpose of repressing the evil by the conviction and punishment of offenders, a large circle is described, in order to accomplish an object which, by a summary jurisdiction (which applies peculiarly to offences of this nature) might be reached by a direct line; unincumbered by those formalities which, while they impose great hardships on the Subject and the City Magistrates, only tend to limit and reduce the rights of innocence, by extending the liberty of evil doers.

By a Statute of Queen Anne (9 *Ann.* c. 26. A. D. 1710) for the better preservation and improvement of the Fishery, in the River Thames, and for regulating the Fishermen of the said River; power was given to the Fishermen's [Fishmongers'] Company, to make Bye-laws, to prevent abuses in the Fishery; under the control of the Court of Lord Mayor and Aldermen: with a saving of all the rights of the City and of the Lord Mayor, as Conservator of the River.

It

It appears, that certain Bye-laws and Regulations were made accordingly; but, that from the year 1727, the Company ceased to act, and few exertions of any kind were made on this subject, till the year 1757; in the beginning of which, the Court of Common Council presented a Petition to the House of Commons, setting forth this neglect, and praying that as the Office of Bailiff and Conservator of the Thames and Medway, had been vested in the Mayor, &c. of London, time out of mind, leave might be given to bring in a Bill for the more effectual preservation of the fry and spawn of Fish, in the River Thames, and Waters of Medway, for the better regulating the Fisheries thereof, and for the more speedy punishment of Offenders. An Act was in consequence passed (30 Geo. II. c. 21) which declared that the Lord Mayor and Aldermen of London should have full power, and they were required, to make Rules and Ordinances, for the governing and regulating all persons who should fish or drudge in the River Thames, and Waters of Medway, (within the jurisdiction of the Mayor of London, as Conservator of the said River and Waters) as common Fishermen or Drudgermen, or otherwise: and for declaring in what manner they should demean themselves in Fishing; with what manner of Nets and Engines; at what times and seasons they should use Fishing; for ascertaining the assise of the several Fish to be taken; and for the preservation of the

spawn

spawn and fry of Fish, within the jurisdiction aforesaid. Also for obliging every common Fisherman or Drudgerman, to have his christian name and surname, and place of abode, painted in large and legible characters on his Boat: To annex reasonable penalties and forfeitures for the breach of such Rules, not exceeding 5l. for any one offence; and from time to time, to alter and amend such Rules, and to make new ones, so as the same were allowed and approved of by the Lord Chancellor, Lord Keeper, or Commissioners of the Great Seal, the two Lords Chief Justices, and the Lord Chief Baron, or any two of them.

This Act was still farther enforced by the Stat. 33 Geo. II. c. 27. (of the penalties imposed by which, notice will be taken in a subsequent Chapter.) The execution of such parts of both these Acts, as relate to the sale of fresh Fish at Billingsgate, to the punishment of persons having unsizeable Fish, or Spawn, &c. and to the penalties against regrators or forestallers of Fish, is specially committed by the Act, to the *Under Water-Bailiff* of the City, and to certain other City Officers, called *Yeomen of the Water-side.* The last Rules and Ordinances made under these Acts, were confirmed by the Judges, and promulgated in 1785.

But however well intended all these Rules and Provisions might be, to guard against the abuses in the Fish Trade, it has been truly remarked by a valuable writer on the History of London (*Noorthouck*) that no accumulation of laws, or trials of schemes,

have been yet able to bring Fish to London, in quantities and prices answerable to its neighbourhood to the Sea. "One method (adds the same Author) yet remains to be tried; and this is to undo all that has been done; to throw the employment of catching and selling Fish entirely open, clear of all corporation restrictions whatsoever; beyond what may be necessary to preserve the spawn or fry, and to maintain an impartial freedom of sale."

It is worthy observation, that in the effect of these Acts of Parliament respecting the Fishery, is exemplified, not only the sense entertained of the advantages of a summary jurisdiction with respect to minor offences; but also the humanity of the system to the delinquents themselves, and its utility to the public, in reducing the number of this class of slight misdemeanors, many of which appear to be exclusively under the jurisdiction of the Conservators of the River, and therefore, not cognizable as other offences, by the respective Magistrates of the several Counties adjoining the River Thames and Medway.

Offences may therefore, be committed with impunity, since the jurisdiction only attaches once a year; before which time the culprit is probably not to be found, who too well knows the slow progress of justice, and the very feeble arm with which it wields the sword of punishment. Multitudes of Crimes are therefore repeated over and over again, which it is not possible for these respectable Magistrates who hold the jurisdiction, to repress; because the nature of

the system will not permit them. However efficient it might have been in ancient times, when Commerce was in its infancy, without the means of seduction, by the numerous temptations which now exist, its motions are infinitely too slow to be useful in correcting the extensive corruption of morals which wealth, luxury, and other causes have introduced.

This exclusive jurisdiction is clearly established by two very ancient Statutes still in force,(*q*) which, although they constitute a part of the general law of the land, and extend to four Counties, can only be carried into execution by the Chief Magistrate of the Metropolis. What would be the state of society if this laborious and troublesome privilege (irksome to the possessor and hurtful to the public) extended to all other offences in this extensive and populous district ?

It is to an unfortunate misconception, relative to

(*q*) By the Stat. of 4 Henry VII. chap. 15 ; the Mayor of London, having the Conservation of the River Thames, from the Bridge of Staines to the Waters of Yendall and Medway, shall have like authority in Breaches, Issues and Creeks, and Grounds overflown, as far as the Water ebbeth and floweth, as touching punishment for using unlawful Nets or Engines in Fishing, like as his predecessors had in the River Thames; provided that the Lord Mayor of London have not the Conservation of the said Breaches and Grounds overflown within the King's grounds, or within franchises of any person.

By the Statute of the 27 Henry VIII. chap. 18.—If any person shall do, or procure any thing to be done to the annoyance of the stream of the River Thames, in making of Shelves, casting of Rubbish or Digging, &c. or take away any Boards, Stakes, Timber work, Pillars or other things, or dig or undermine Banks or Walls, &c. he shall forfeit 5l —one-half to the King, and one-half to the Mayor and Commonalty of London.

ancient privileges, and to the quick and rapid changes which take place in the superintendance of local jurisdictions, that many of the evils of the River are to be imputed, without attaching an atom of blame to the individuals. To the obsolete nature of the system, and to the circumstance of its being, in many respects, inapplicable to the present state of society, are these evils to be traced.

Hence the progressive accumulation of Mud, and other obstructions in the River, which have, within the last fifty years, reduced its depth so considerably.(r) And hence, the difficulties which have occurred in promoting those improvements, which the state of society, and the extent and increase of Commerce and Navigation required.

Privileges (so considered) at one period in society, frequently become burdens in another. The result is, that the duties incumbent on those upon whom the privileges were conferred, are neglected. The calls of society however, require that they should be executed, and those whose interest is concerned in the execution, perhaps make the attempt in some shape or other. This is resisted as an infringement of ancient rights. Although these rights are burden-

(r) Mr. Lucas, in his examination before the Committee of the House of Commons, on the Wet-Dock Bill, 1st May, 1797, states the River between Deptford and Pelican Stairs, to be in a very bad state in many parts. That during his remembrance, there is less water by some feet in most of the tiers between London Bridge and Deptford. In some places four or five feet less water. In others one or two. He knows of no other steps taken to clear the River, than that of the Lighters belonging to the Trinity-house, raising Ballast, which are insufficient.

some

some to those whose province it is to move the machine; and although they are unwilling, from the unprofitable nature of the duty, to do it themselves, yet are they equally hostile to every attempt on the part of others to fill up the chasm. The result is, that many good things for the public and the country, are either postponed or totally omitted. Where the power rests, the measure will not be pursued; while the same power and influence operate in preventing the attempt being made by others. Mere matters of punctilio often stand in the way of great and beneficial arrangements, and minds thus deluded, grasp and eagerly cherish the shadow, while the substance passes away.

Nothing can be more hostile to the cultivation of the science of useful and effective Police, than opinions and misconceptions, operating through the medium and under the shelter of official influence.

It is to a correct and well-planned Police, and to the removal of those obstructions, which operate as a bar to its progress to maturity, that this Country is ultimately to be indebted for the security of the rights of innocence; for the preservation of life, and liberty; and the support of that excellent Constitution, which, standing on the basis of virtue and morality, is only to be rendered permanent and secure, by preserving its foundation, and by guarding it against the rapid inroads, which relaxed principles, arising

from the sudden influx of wealth, have made upon the best interests of society.

Prejudices, when strongly rooted, produce many evils in public life, although the best intentions may exist. By indulging in habits thus prone to deceive, the understanding loses its proper tone. Deception occupies the station of truth, and the judgment is misled.—Reason loses her distinguishing faculties, —the mind becomes jaundiced, and truth is overwhelmed and enveloped in mist and darkness.

The mind of man can only be enlarged and expanded by cherishing a jealousy against the influence of prejudice, as the means of seeing things as they really are.

In discussing subjects of political œconomy, this maxim cannot be sufficiently appreciated. It directs the spirit of patriotism in the course best adapted to the interest of society; it blunts every species of resentment, and excites pity even for the worst and most mischievous of the human race; it excites in the mind a desire to promote amendment, rather than punishment; and to ameliorate the condition of human beings in a course of criminal turpitude, by measures of prevention, rather than by examples of severity.

A too tenacious adherence to obsolete regulations, after the causes which rendered them necessary are no longer in existence, and the reasons upon which they were founded have ceased, will ever operate powerfully as an obstruction to those beneficial

ficial arrangements in the Science of Police, which are so imperiously called for by the rapid change which is sufficiently visible in Society.

The emoluments belonging to the Corporation of London, as Conservators of the Rivers Thames and Medway, seem to arise chiefly from fines and amerciaments, which must be very inconsiderable; since in the course of a Century, only 35 different Offences are stated as having occurred, subjecting the Delinquents to punishment.(*s*)

In the Statement presented by the City of London, to the Committee of the House of Commons, no emoluments are stated, but the various Rights exercised by the City of London, as Conservators of the River Thames, are in that document classed under the following Heads:

(*s*) See a Brief Statement of the Title of the City of London, to the Conservancy of the River Thames and Waters of Medway, delivered to the Dock Committee of the House of Commons, in 1799; as given in the Appendix, to the minutes of evidence before that Committee, page 92, &c.

In this Document the Corporation rest the title of the City:—1st. on the ground of *prescription*, confirmed by the confession of the Attorney-general, and the judgment of the Court of Exchequer, Trin. Term. 3. Jac. I.—2d. On *Ancient Charters*, particularly those of 8 *Ric.* I; 1 *John*; 11 *Hen.* III; 1 *Edw.* III; 3 *Jac.* I; 14 *Charles* II.—3d. On *Acts of Parliament*, particularly 17 *Ric.* II. c. 9; 2 *Hen.* VI. c. 15; 4 *Hen.* VII. c. 15; 27 *Hen.* VIII. c. 18; 14 *Geo.* III. c. 91.—4th. On *Reports* of Legal Determinations, particularly in *Davis's Reports*, 56, 57; Siderfin, 148; 4th Institute, 250.—And lastly, On the *Exercise* of the Right, in a variety of instances specified.

I. *The*

A. D.

I. *The right of regulating the Shipping.*
- One instance stated to have occured in . . 1669
- Two in 1710
- One in 1711
- One in 1721
- One in 1728
- One in 1731
- One in 1743

II. *The privilege of fixing Posts in the River, for the conveniency of Shipping.*
- One instance stated to have occurred of Posts being set up near the Custom-house, at the City's expence 1553

III. *The privilege of removing Obstructions occasioned by Wears and Steps.*
- One instance is stated of this right being exercised in 1559
- Another instance occurs in 1612

IV. *The right of Cleansing the River Thames.*
- One instance occurs of this Right being exercised in the year 1617, at the expence of £.226 16 7
- Another in the year 1624.
- The same document states in general terms, "that the City of London have expended in keeping in repair, the Avenues to the River Thames, and public Stairs and Docks, and Cleansing the said River, upon an average of the last 20 years, the sum of £.6950 12 8."

V. *The*

		A. D.
V. *The privilege of directing in what places, and the manner in which Ballast should be taken out of the River Thames.*	One instance occurs of this Right being exercised in	1659
	No instance is stated since that remote period.	
VI. *The privilege of repairing the Banks and Breaches of the River Thames.*	One instance is stated to have occurred in . .	1572
	One on complaint made to the Court in . .	1723
	One in	1725
VII. *The privilege of Licensing and permitting Wharfs, Encroachments, and other innocent Projections.*	One instance stated in the Reign of Henry VIII.	
	A Water-Bailiff appointed to collect Rents for *Port Galleys*, Stairs and Encroachments in . .	1663
	One instance to the Navy Board	1788
	One to the Trinity-house	1793
	One to the Victualing-board	1795

		Yearly Rent.
VIII. *The privilege of receiving Rents for Projections, and for innocent Encroachments.*	Exercised in 1706 and fine of fifty guineas	£.1 0 0
	Exercised in 1724 . .	2 0 0
	. . . in 1731	a Pepper-corn
	. . . in 1732 .	4 0 0
	. . . in 1745 .	3 0 0
	. . . in 1762 .	15 15 0

IX. *The*

IX. *The privilege of abatting, or removing Wa rfs, Encroaching into the River Thames.*

	A. D.
Exercised in	1621
. . . in	1681
. . . in	1684

X. *The privilege of erecting and maintaining, at the City's expence, public Stairs and Landing Places.*

Exercised in	1669
. . . in	1672

N. B. The following Stairs were erected, and continue to be repaired at the City's expence, *viz.*—

Billingsgate
Sab's Stairs
Summers Quay Stairs
Temple Stairs
Cousins Stairs
Dowgate Stairs
Old Swan Stairs
Allhallows Stairs
Puddle Dock Stairs
Trigg Stairs
Queenhithe Stairs
Three Crane Stairs
Pauls Wharf Stairs

XI. *The privilege of abating or removing Stairs and Causeways, made by Individuals.*

Exercised in	1680
. . . in	1681
. . . in	1685
. . . in	1698

XII. *The privilege of giving orders respecting Floats upon the River.*

Exercised in 1657

When an order was made directing the Water-baliff to survey the River, from time to time, and as often as he finds Timber fastened or loose, to the hinderance of the common passage of the River,

floating

XII. (*Continued.*) floating on the same, to seize the said Timber, and convey it to the Bridge-house, or some convenient place, and to keep the same until the owner be known, and shall pay the charges; and if no owner appears within a year and a day, then to be sold as other goods and things usually are which are found floating on the River.

XIII. *The privilege of Special Views.* 10 January, 19th of Henry VII. (1504). An Inquest was appointed of substantial persons dwelling next the Thames, betwixt the Tower and the Temple, to inquire as to Encroachments and Defaults made and done on the River Thames; and the Aldermen of the Wards adjoining the said River and the Viewers of the Court were ordered to go with the Inquest, and view and over-see all Defaults.

N. B. No specific instance is stated of this privilege being exercised, since that period.

XIV. *The privilege of granting Licences to erect Mills and Water Works.*

Exercised in 1595
A Floating Mill on Barges allowed 1655
An Engine against Arundel Wall, to convey Water into Covent Garden, &c.

XV. *The*

XV. *The privilege of holding Courts of Conservancy, and punishment of offenders.* — Exercised by the Lord Mayor, as Conservator of the River, generally twice in the year, for each of the four Counties of Middlesex, Essex, Surry and Kent.

XVI. *The privilege of regulating the Fishery, in the Rivers Thames and Medway.* — Exercised under ancient Charters, and the more modern directions of the Act of 30 Geo. II. c. 21.

On a general review of these specific Rights and Privileges it will appear, that many of them are burdensome and expensive; and, perhaps, it may be owing to this circumstance that such a small proportion of the whole catalogue of privileges, has been exercised during a century past. The right of regulating the Shipping, appears not to have been exercised for the last 56 years, and no instance is stated of repairing Banks or Breaches in the River, since 1725.

In short, the Act of *Licencing the permission of Wharfs, Encroachments, and other innocent projections*, and of receiving Rents for such indulgences, appears to be the only privilege exercised during the present Century, in addition to the two instances already adduced; except holding Courts of Conservancy, and cleansing the River at a very great expense to the Corporation. (*t*) If there be no expence

(*t*) From the indistinct mode of statement, in the to Appendix, the minutes of evidence before the Wet-Dock Committee, (p. 96) it does not clearly appear whether the sum there mentioned of £.6950 12 8 was the average *annual* expence of cleansing the River, or the total amount for the last 20 years. (See *ante*, p. 312.)

adequate Fund arising from the profits of the Conservancy to meet such a heavy expence, this, like many other ancient privileges, becomes no less noxious to the respectable Body invested with this right, than it must be injurious to the Navigation of the River; since it would be the height of injustice to require the City of London to appropriate its Funds to a service, requiring a large annual disbursement of money where no benefit arises in return:— Nor is it less injurious to the Trade and Navigation of the River Thames, that so great an object as the preservation of the ancient depth of water, should depend on circumstances and arrangements so hostile to its improvement.

The functions of the Trinity-House, which will be explained in the succeeding Chapter, do not appear to extend further than raising Ballast suitable for Ships; and while no provision is made for the expence, except what arises from the Sale, it cannot be expected that the obstructions caused by an accumulation of Mud in different parts of the River, (which is unfit for ballast) can be removed by either of these Public Bodies, (the City of London, or the Trinity Corporation,) unless it can be rendered so far productive as to defray the expence; and hence arises a most important consideration in respect to this branch of the Police of this great Trading River. The evidence before the Committee of the House of Com-

312.) It would seem not to apply to the Pool where the Ships and Vessels are moored.

mons

mons shews, and indeed, it is admitted on all hands, that a most alarming evil exists with respect to the progressive diminution of the depth, against which there appears to be no remedy provided. If it had been so, the evil could not have increased; but as the cause is now explained, and as it is obvious that there exists no direct responsibility with respect to the preservation and security of the Navigation of the River, it would seem highly expedient that some mode should be devised before the difficulties increase.

In addition to these privileges which have been specifically detailed, the Lord Mayor and Corporation have recently had new Powers conferred, and new Duties imposed, on them by the *Wet-Dock Act* already noticed; which, proves that the privilege of regulating Vessels by the Conservator of the River, was not sufficiently defined to render it useful or efficient.

It has been already noticed, in the preceding Chapter, that in consequence of the surrender of the Mooring-Chains by the Crown and its Grantee, the Corporation are empowered to remove and alter the present *Mooring-Chains*, and place others from time to time under the inspection and approbation of the Trinity-House.

By § 78 of this Act, the Lord Mayor of London for the time being, as Conservator of the River Thames, is authorised and required from time to time, as occasion shall be, to nominate and appoint a proper person or persons, (who by § 79, must be

previously duly examined by the Trinity Corporation, and obtain a Certificate of their fitness) to execute the Office of *Harbour-Master* in the Port of London, and the Canal and other Works; (except the Docks and their Appurtenances; and except such parts of the River Thames, at *Limehouse-hole* and *Blackwall*, as shall be within the distance of 200 yards from any entrance out of the River into the Works of the West-India Dock Company.)—These Harbour-Masters may be suspended or amoved on sufficient cause, by the Corporation; and have power and authority given them, (subject to the regulations and restrictions hereafter mentioned,) to direct the Entering, Mooring and Unmooring, Moving and Removing, all Ships, Vessels, Lighters and Craft, (except those of the Trinity-house,) coming into, lying, or being in the Port of London, and in the Canal and Cuts, or any of them, (excepting the Docks and such parts of the River as were before excepted.)—Also to regulate the times and manner of their entrance into, lying in, or going out of the same; and their respective Births, Stations, Positions, Lading, and Discharging therein; and the time, or times, of opening and shutting the several Gates of the said Canal. And in case the Owner, Master, or Pilot, &c. having the charge or command of any Ship, or Vessel, shall refuse, or neglect, to Moor, or Unmoor, Move, or Remove any Ship, according to such direction, within twelve hours after notice given

given in writing, or left with some person on board the Ship or Vessel for that purpose; then the said Harbour-Masters, and their Assistants, are required to Moor, Unmoor, Move and Remove, such Ship or Vessel; and the charges and expences thereof respectively shall be repaid, together with a sum not exceeding Ten nor less than Five Pounds for each offence, by the Master or Owner, or the person having the charge or command of such Ship; and may be recovered by the Corporation of London from the Owner of the Ship, in case of non-payment thereof, on demand; and in case any Master, Commander, Mate, Pilot, or other person, shall obstruct, or hinder, the Mooring, Unmooring, Moving, or Removing, of any Ship or Vessel in the said Port, (with the aforesaid exceptions,) such person shall forfeit a sum not exceeding Ten nor less than Five Pounds.

By § 82 it is provided, that the orders given by these Harbour-Masters, [or by the Dock-Masters, or Directors of the West-India Dock Company,] shall not diminish the responsibility of the person having charge of any Ship or Vessel.

By § 92, the Harbour-Masters are directed to observe the regulations in Statute 19 Geo. III. Cap. 58, as to the stationing of Foreign Vessels; and those in Statute 29 Geo. III. Cap. 68, as to Mooring Ships and Importing Tobacco.

By § 79, if at any time it shall be certified to the Lord Mayor of London, by three or more elder Brethren

Brethren of the Trinity-house, that any person appointed to execute the Office of Harbour-Master, has neglected his duty, or misconducted himself, such person shall be discharged, and shall be incapable of being again restored to his Office; and another shall be appointed by the Lord-Mayor.—All Harbour-Masters are directed to attend the Trinity-House whenever required, by a writing under the hands of any three or more of the elder Brethren.

By § 83, the intended Canal, Cuts, and Works, are declared to be under the protection of the Lord-Mayor, as Conservator of the River Thames, as if actually part of the River.

By § 84, the Canal, and the New Docks, &c. are declared to be parts of the Port of London; and Vessels resorting thereto, are to be subject to all Port regulations and duties.

By § 85, Goods Landed or Shipped upon or from the intended Quays, or Wharfs, in the New Docks, are declared to be subject to the same regulations, &c. as if Landed or Shipped on or from the present Legal Quays.

By § 86, the Quays in such of the Docks as shall be walled round, are declared to be Legal Quays.

By § 108, the Lord-Mayor, Aldermen, and Common-Council, are authorized to make Bye-Laws, Rules, Orders, and Regulations; for the good Government of the Harbour-Masters, and other persons, to be employed under the Act by the Corporation,—for regulating the Works, &c. authorised

to be made by them, while making, and when completed;—for the more safe and convenient Navigating, Placing, Mooring, and Unmooring, Ships, and other Vessels, in the River Thames, &c. (Docks, &c. excepted:)—for the better Governing, and Regulating, all Masters of Vessels, Pilots, Lightermen and others, within the said Port, Canal, and its appurtenances:—for preventing damage being done to Shipping, Lighters, and Craft, or any Goods, Wares, or Merchandise, by the issuing of the Waters from Houses and Buildings; and such other Bye-Laws as they shall deem necessary and expedient, so as the same shall not be inconsistent with this or any other Act: and also, to repeal and alter the same Bye-Laws, and to affix reasonable Penalties not exceeding Forty Shillings, for non-observance thereof. These Bye-Laws are to be printed and distributed in the Port of London:—But, (by § 111,) these Bye-Laws shall not be valid or put in force until allowed and approved of by the Lord-Chancellor, two Chief Justices of the King's-Bench and Common-Pleas, and the Lord Chief Baron of the Exchequer, or any one or more of them:—And (by § 112,) thirty days before these Bye-Laws shall be allowed by the Judges, a Copy of them is to be submitted to the Trinity-House, who may state their objections, if any, to the Lord-Mayor and Corporation; and if not satisfied with their decision, they may then state such objections to the Judges before the said Bye-Laws are allowed.

By § 108, the penalties inflicted by these Bye-Laws, are recoverable by distress and sale, by warrant of any one Justice of the Peace, within whose jurisdiction the offences are committed; who if the penalties are not paid, may commit the Offender for twenty days, or till payment of the same.

By § 175, (which saves the rights of his Majesty and the Corporation,) the Lord-Mayor is empowered, in like manner as he hath used on other occasions, to inquire of, hear, and determine, "by presentment, or indictment, taken before him, as Conservator of the said River and Waters, all offences contrary to *this Act*, or such Bye-Laws, Rules, and Regulations, as shall be made as aforesaid; and upon conviction of the Offenders, to impose any penalty not exceeding what is inflicted by the Act, or by the Bye-Laws, for such offence."

By § 136, "In consideration of the security, accommodation, and dispatch, which will be produced by means of the Canal, as safer and more expeditious for Ships and Vessels, than the present circuitous and dangerous passage round the Isle of Dogs; and in consideration of the great charges which will be occasioned by Maintaining, Repairing, and Improving, and Managing the said Canal, Cuts, and other Works, and by Providing and keeping a sufficient number of Lock-keepers, and other Officers and Servants, and Draught-horses, for the assistance and proper accommodation of Vessels in such passage."—The Mayor, and Com-

monalty, and Citizens of London, and their Successors, (from and after the expiration of three years, next ensuing the time when the Canal shall be first ready for use, and notice shall have been given of the same in the London Gazette, and two or more public Morning News-papers usually circulated in London,) are authorised to ask, demand, take and receive, (over and above the other Tonnage Rates, made payable to His Majesty, and also the dues to the West-India Dock Company,) of and from all Ships, Vessels, and Craft, which shall enter and make use of the said intended Canal; any Rate or Rates not exceeding the following—

1. For every Ship, or Vessel, Lighter, Barge, or other Craft, Laden, or Unladen, entering the said Canal.
   If of 200 Tons register Measurement, or upwards . . . . . 2d. per Ton.
2. If of 100 Tons and under 200 Tons . . 1½d. per Ton.
3. If of 50 and under 100 Tons . . 10s. (in all.)
4. If of 20 and under 50 Tons, being Vessels carrying Sail . . . . . 5s. (in all.)
5. Every Lighter, Barge, Boat, Craft, &c. which shall be rowed through the said Canal 1 Shilling;

which Rates and Duties are vested in the Mayor, Commonalty, and Citizens, and their Successors, as their own proper monies, but for the purposes of the Act; and shall be paid upon Ships, or other Vessels, entering within any Lock, or Flood-gate, of the Canal; or at such other time, as the Lord-Mayor,

Aldermen, and Common Council, shall appoint; and shall be paid only once for each and every transit, or passage, across the Isle of Dogs, whether upwards or downwards; and such Duties shall be paid by the Collectors into the Chamber of London.

By § 145, the Common Council are empowered to lower these Transit Rates, (on examining the accounts to be kept concerning the Canal, &c.) and again to raise them when necesary, but not beyond their original height, as before stated.

By § 157, the Chamberlain is directed to keep accounts of all receipts and disbursements to and by the City, arising as well from the said Transit Rates, as from the money directed to be advanced to them, (see Chap. X. p. 295.)

By § 159, he is also directed yearly, after the Works shall be begun, to lay before Parliament, and the Treasury, true accounts of the receipt and application of all money received by the City by virtue of this Act.

By § 155, the application of the produce of these Transit Rates, is directed to be as follows:—1st. For paying the charges incurred in collecting and receiving the same.—2d. For paying compensations for Losses, and deficiencies of Tythes, Taxes, Sewer-Rates, and other Rates and Assessments.—3d. In discharging the necessary expences of Attending, Managing, and Regulating, (after being finished,) and in Maintaining, Repairing, Preserving, and Improving, the said Canal, &c. including the charges

charges of towing Ships, and opening and shutting Flood-gates: *and lastly*, all the residue or overplus, is to be applied in creating a Fund, in aid of the said Transit Rates, in order that they may in due time be lowered.

For the transacting of all the Corporation business respecting this Act, the Common Council are authorised to appoint Committees; on which, persons interested in any Contracts, are not eligible. These Committees are empowered to contract with proper persons, (whether Freemen of London or not,) for performing the Works to be done by the Corporation: Previously to the making such Contracts, notice is to be given in the Public Papers, and all Contracts are to be signed on behalf of the Committee by their Clerk, and entered in a proper book. Finally, the Common Council and their Committees, are authorised to appoint Clerks, Collectors, Treasurers, and other Officers; with Salaries, to be paid out of the money to be received by the Corporation under the Act, and who are to give security to fulfil their respective Trusts. See the Act, § 164—168.

Such, on the whole, may be stated to be the Old and New Functions, (for they cannot be called privileges,) incumbent on the Lord-Mayor as Conservator of the River, and the Corporation of the City of London, to exercise and perform.

In addition to these, the Ancient Charters have placed under the same management and control, certain

certain classes of Labourers in specific branches of Commerce, who, by the appointment of the City of London, possess exclusive privileges, so far as relate to the measurement of *Coals, Grain, Salt, Fruits, Vegetables, &c.* water-borne on the Thames.

Certain other privileges also attach to the Garbling of Merchandise Imported, (except Tobacco,) and to the Package, Scavage, Balliage, and Portage of Goods, and the Package of Cloth.

420 privileged Carts, belonging to the Fellowship of Carmen, (*u*) are also regulated by the City of London, who give security, and have the exclusive privilege of acting for hire in the City. They are also compellable to do the Cartage business of the Port when called on, and are responsible for the safety of their Load, and the conduct of their Servants. They pay annually 17s. 4d. to the Governors of Christ's-Hospital for their Licence, and 23s. 6d. for every Transfer, which is generally sold for about £.100.

Tackle-house Porters, (who have about 1,500 Ticket-Porters (*x*) under them,) are also regulated by the City of London. They have the privilege of performing the labour of Unshipping, Landing, Carry-

(*u*) These are stated in the Minutes of the Dock Committee of the House of Commons, May 30, 1797, to support 600 families. This Society was instituted in 1665.

(*x*) It is stated in the same Minutes, that there are 1500 Ticket-Porters in all, who work under the Tackle-house Porters, of which, about 500 are employed in the business of the Water-side.

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ing, and Housing the Goods of the South-Sea Company,—the East-India Company, and all other Goods, except from the East-Country,—the produce of the British Plantations, and Ireland, and Goods Coastwise.—They give Bond for £.500, to make restitution in case of loss or damage, and are limited to Rates settled by the City of London. In performing the labour of the Port, if Ticket-Porters are not at hand, they may employ any that offer.

The Ticket-Porters are persons appointed by the City of London, and have granted to them the exclusive privilege of unshipping, landing, and housing Pitch, Tar, Soap-Ashes, Wainscot Fir, Poles, Masts, Deals, Oars, Chests, Tables, Flax and Hemp, brought to England from the East Country; also Iron, Cordage, and Timber, and all Goods of the produce of Ireland, and the British Plantations, and all Goods Coastwise (except Lead.) They give Security in 100*l.* for Fidelity, and have their Names and Numbers on a Metal Badge.

Besides these different classes of Labourers, who enjoy exclusive privileges in the general System of Police in the River Thames, the City of London has under its Control and Regulation, the Company of Watermen, who compose a Body of about 12,000 men, about one-half of whom are employed in Lighters, Barges, Punts, Wherries, and other Boats, in assisting the Commerce as Water Carriers, or accommodating the Inhabitants at large.

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An endeavour has thus been made to develope the nature and extent of the Functions of the City of London, as they relate to the Police Regulations, applicable to the Port of London and the River Thames. As they are exceedingly extended it may be useful to bring the whole under the review of the Reader, by the following

RECAPITULATION,

ENUMERATING THE DIFFERENT PRIVILEGES AND FUNCTIONS EXERCISED BY THE CITY OF LONDON, IN RESPECT TO THE RIVER THAMES AND PORT OF LONDON.

I. *Conservatorial Functions.*

1st. To regulate the Fisheries in the Thames and Medway, and to make Bye-Laws.

2d. To preserve the River from injurious Encroachments.

3d. To cleanse the River, and to preserve its Depth by the removal of Mud and Filth.

4th. To prevent and remove Nuisances and Obstructions of every kind.

5th. To repair Banks and Breaches in the River.

6th. To erect Posts for the Conveniency of Shipping.

7th. To maintain and keep in repair certain Public Stairs.

8th. To

8th. To grant Licences to erect Wharfs, Stairs, Causeways, and other innocent Projections.

9th. To take up and lay down Mooring-Chains for the Conveniency of Shipping.

10th. To appoint a Water-Bailiff to superintend the Fisheries, and to prevent Encroachments, Obstructions and other Nuisances in the River.

11th. To make Bye-Laws for the Regulation and the proper Birthing of Ships, Vessels, and Craft in the River Thames, and also, Rules for Harbour-Masters.

12th. To manage and direct all matters relative to the Canal across the Isle of Dogs, and to collect the Rates thereon.

13th. To appoint one or more Harbour-Masters to attend to the Birthing of Ships, and to the well-ordering of the Port.

14th. To hold Courts of Conservancy, for the Punishment of Offences.

II. *Functions applicable to the Trade of the Port, in Lading, Unlading, and Storing of Merchandise.*

1st. To regulate and control Lightermen and Watermen in the River, amounting to, from 6 to 8,000 usually employed.

2d. To regulate and control Tackle-House Porters, 22 in number.

3d. To appoint, regulate, and control Ticket Porters, for the lading and discharging of Goods, about 1500 in all.

4th. To

4th. To appoint, in conjunction with the Governors of Christ's Hospital, and to regulate and control Carroons or privileged Carts, 420 in number, to convey Merchandise to and from the Landing Places, to the Repositories of the Merchants; about 600 in all, including Servants.

III. *Functions applicable to the Measurement of Coals, Corn, Salt, Fruit, and Vegetables, imported.*

1st. To appoint sworn Meters, for measuring Coals in the Port of London, and to control and regulate, in a certain degree, this important branch of Trade.(*y*)

2d. To appoint Corn Meters, and to regulate and control the Importation of this important necessary of Life.

3d. To appoint Measurers for Salt, and also Fruit and Vegetables, water-borne on the Thames.

IV. *Functions applicable to the Garbling, Package, Scavage, Balliage, and Portage, of Merchandise exported and imported.*

1st. An old Law of James I. for the well-garbling of spices in London, (Stat. 1. Jac. I. cap. 19.)

(*y*) The directions of the Charter of 12 Jac. I. with respect to this necessary Article of Subsistence, are not unworthy attention at the present time.

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being by length of time, found useless, if not prejudicial, was repealed, by Stat. 6 Ann. c. 16. and an equivalent was given to the City of London, for the Profits formerly made of the Garbler's Office, by laying a Tax of 40*s.* yearly, to be paid to the Chamberlain of London by all Brokers; nevertheless, The Lord Mayor, Aldermen, and Common Council, may still, if they think fiting, appoint a Garbler who, at the request of the Owner of any Spices or Drugs garbleable, and not otherwise, shall garble the same, at such Fees as the Lord Mayor, &c. may appoint.

2d. The privileges of the *Package* of Cloths and certain other outward-bound Goods of Foreign Merchants, Denizens or Aliens; of *Scavage* (*i. e.* Shewage or Surveying) of certain Goods imported by Foreign Merchants; of *Balliage*, or Delivery of Goods of such Merchants to be exported upon and through the River Thames, and upon any Wharf or Shore thereof; and also the *Portage* of Wool, Tin, and other Articles, (imported or exported by such Merchants,) to and from the Thames, and to and from the Warehouses of such Merchants: All these are confirmed to the City by Charter, of the 15th of September, 16 Charles II; and certain Rates and Duties are appointed by a Schedule to that Charter, to be paid accordingly.(z)

(z) These Duties are stated at length in STEEL's *Ship-Master's Assistant*.

These Functions are of great moment, and from their accurate and proper execution, advantages of a very extensive nature are to be derived by the Community; while in the present state of Society, and from the magnitude of the Commercial Interests of the Port, infinite mischief and inconvenience must result from a relaxed or inattentive execution of the important Duties which the City of London has imposed upon itself.

To the individuals who compose the respectable Body of the Corporation of London, the utmost confidence is due, both on account of their integrity and talents; but in their private capacity no responsibility attaches, while in their Corporate Situation, the obligation to perform a Duty is considered to extend no further than to make an order, "*that it shall be carried into effect.*" Whether therefore, in the execution there is merit or demerit, is not an object of Inquiry or Cognizance, unless some gross misconduct urges a complaint or accusation. An Individual follows up his directions, and sees that they are carried pointedly into execution. Where an *onus* or responsibility rests there is Security: Where it does not, in spite of the best Guards that can be devised, and even the best and most patriotic intentions on the part of many of the Individuals, who compose great Public Bodies, relaxation will be manifest, and inconveniences will consequently be felt by the Public.

A hope

A hope however may be indulged, that from the collected view in which these important Functions have been placed, and from the great consequence of an uninterrupted conscientious execution, many worthy Members of Society, who now are or hereafter may become Members of the Corporation of London, will feel impressed with the weight of the trust committed to their charge; and by a zealous and patriotic regard to the Public Good, counteract those inconveniences and obstructions which this species of superintendance generates in this and every other Country, where Commerce is concerned.

CHAP.

CHAP. XII.

Powers and Functions of the TRINITY-HOUSE CORPORATION, *as relating to the Thames and Port of London.—Their original Foundation and Incorporation.—The Stat.* 8 *Eliz. cap.* 13.—*Their Charters and Bye-Laws.—Recapitulation of their Powers, by Charter and Antient Statutes, under Eight different Heads.—Their Power, as to Pilots, enlarged and confirmed, by Stat.* 5 *Geo.* II. *cap.* 20.—*An Abstract of that Act, as relates thereto:—and to Gunpowder, &c.—Abstract of the Act* 6 *Geo.* II. *cap.* 29. *for Regulating Lastage and Ballastage.—Rates payable to the Corporation for Ballast.—Abstract of the Act* 32 *Geo.* II. *cap.* 16. *for further regulating Ballast and preventing the accumulation of Dirt, Rubbish, &c. in the River:—An important Clause of that Act, to be observed by House-Keepers in London, to prevent Dirt being thrown in the Streets and Kennels.—Powers of the Trinity Corporation, under the Bumboat Act,* 2 *Geo.* III. *cap.* 28.—*Under the Wet-Dock Act,* 39 *Geo.* III. *cap.* lxix.—*Respecting Light-Houses, and the Dues payable to the Corporation, by Ships passing the same.—Recapitulation of the Powers and Privileges of the Corporation, by Modern Statutes, under Eight Heads.—Concluding Observations on the great Credit due to the Members of the Corporation, for their attention to the performance of their various Duties.*

THE

THE TRINITY CORPORATION was first founded in the year 1515, by Sir Henry (or as some say Sir Thomas) Spert, Knight,(*a*) Comptroller of the Navy, to King Henry VIII.

This Body received their first Charter from the same Monarch, in the Fourth Year of his reign; which confirmed to them not only the Antient Privileges of the Mariners of England (which had been incorporated before) but also their several valuable Possessions at Deptford.

The object of this foundation was the increase and encouragement of Navigation; the good Government of Seamen; and the better Security of Merchant Ships; for which purpose a power is granted them in their Charter, to make Bye-Laws.

By the Statute, 8 Eliz. cap. 13. (A. D. 1565) This respectable Body is recognized by the Legislature, as—"A Company of the chiefest and most ex-
"pert Masters of Ships, who are incorporated within
"themselves, charged with the Conduction of the
"Queen's Majesty's Royal Navy, are bound to fore-
"see the good Increase and Maintenance of Ships,
"and of all kind of men, traded and brought up by
"Water-Craft, most meet for her Majesty's Ser-

(*a*) A Sir Thomas Spert, Knight, is mentioned in the Statute, 27 Henry VIII. cap. 18. for the preservation of the River Thames, as "having the Office, and Ordering of and for ballasting of Ships."

"vice."

" vice."—The Preamble of the Act also states,—That " forasmuch as by the destroying and taking " away certain Steeples, Woods, and other marks stand- " ing upon the Main Shores adjoining to the Sea- " Coasts of this Realm, of England and Wales, being as " Beacons and Marks of Antient Time, accustomed for " Seafaring Men, to save and keep them and the " Ships in their charge from sundry Dangers there- " to incident : divers Ships, with their Goods and " Merchandise, in sailing from Foreign Parts to- " wards this Realm of England and Wales, and " especially to the Port and River of Thames, have " by lack of such Marks of late years been miscar- " ried, perished, and lost in the Sea, to the great " detriment and hurt of the Common Weal, and the " perishing of no small number of people :"

To remedy these inconveniences the Trinity Corporation are authorised at their will and pleasure, and at their own cost, to set up as many Beacons, Marks, and Signs for the Sea, in such places of the Sea-Shores, and Uplands near the Sea-Coasts, or Forelands of the Sea, only for Sea-Marks, as to them shall seem requisite ; whereby the Dangers may be avoided, and the Ships the better come into their Ports without peril.—Power is also given at the Costs and Charges of the Corporation, to maintain and renew the said Sea-Marks.

The same Act prohibits the removing or taking down any Steeples, Trees, &c. standing as Beacons

or Sea-Marks; under penalty of 100*l.* or in default of Payment, the Offender to be *ipso facto* considered as an Outlaw.

It also authorises the Trinity Corporation to license Mariners and Seamen dwelling about the River Thames, as well between their Voyages as at other times, to row their own Wherries, or any other Wherries by them hired, or wherein they shall be employed to work up and down the said River Thames, to apply and follow the ordinary passing and carrying the Queen's Majesty's People to and fro, as other Watermen, commonly called Wherrymen, are accustomed to do.—" That these Mariners may " thereby the better keep and refrain themselves " from Folly, Idleness, and Lewd Company; and " for the Relief of them, their Wives, and Children."

In the year 1685, King James II. confirmed all his Predecessors had done in favour of this Society, by a new Charter, incorporating them by the name of—*The Master, Wardens, and Assistants of the most Glorious and Undivided Trinity, of St. Clement, in the Parish of Deptford Strond, in the County of Kent.*

The Corporation consists of a Master, Deputy Master,(*b*) Four Wardens, Eight Assistants, and Seventeen Elder Brethren, who manage the whole Affairs of the Institution: There are also an indefinite num-

(*b*) The Right Honourable William Pitt, present Master—Robert Preston, Esq. M. P. Deputy Master.

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ber of Younger Brethren, composed of Nautical Men who have certain privileges and immunities granted to them, such as being exempted from either serving in or contributing to the expence of the Militia, or serving on Juries and Inquests.(c) Their House and Offices have been recently removed to Tower Hill, where the Meetings of the Corporation are held every Thursday, and where there are various Officers under the direction of a Secretary, constantly in attendance.

Under the authority of this Charter of King James II. the Corporation made certain Bye-Laws, which were confirmed by the Lord High Chancellor, and the Judges, on the 24th of June 1687 (by Virtue of the Stat. 19 Henry VII. cap. 7.) Of these Bye-Laws the following is an Abstract :—

1st. Every Master, Pilot, or other Seaman, refusing to appear when he shall be summoned before the Corporation, shall forfeit as follows,—the Master or Pilot, 13*s.* 4*d.* and Mariners, 2*s.*

2d. Every Mariner going to Sea, without paying the Duties, as they ought, to the Corporation, shall pay double on their return, in addition to what may arise on the new Voyage.

3d. Every Ship-master and every Mate, who shall not be on board their respective Ships in the River Thames, at or above Blackwall, while the Ship is lading or discharging, to see the Merchandise orderly and safely received or deli-

(c) Stow's History of London.

vered, shall forfeit 6*s*. 8*d*. for every Offence.—If below Blackwall, the Master or Mate shall be on board three times a week, or every other day, or forfeit the like Penalty. The Master, Boatswain, Gunner, or Carpenter, or two of them, shall lie on board, while the Ship shall have any Goods remaining in her, on forfeiture of 5*l*.

4th. Every Ship-Master drying their Bread-Rooms in the night, or keeping any fire therein in the night, to forfeit 5*l*.—[Another part of this Bye-Law related to the receipt and discharge of Gunpowder, and the melting of Pitch, &c. now regulated by the Statute, 5 Geo. II. cap. 20.]

5th. [This Article of the Bye-Laws respected the unshotting and firing of Guns, now also regulated by the same Stat. 5 Geo. II. cap. 20.]

6th. Every Ship-master homeward-bound, who shall permit persons navigating Bumboats, carrying Fruit, Wine, and Strong Waters, to come on board their Ships; or who shall suffer the Dirt of their Ships to be put into their own Boats, at unseasonable hours of the day, or to be thrown over-board in the River, shall forfeit 20*s*.

7th. Every Master who shall suffer Goods to be taken in or heaved out of his Ship, without having a Sail nailed to the cell of the Port, or (if a small Vessel) to the Gunnel, to overhang the side of the Lighter, shall forfeit 20*s*.

8th. Every Person refusing or hindering any Officer or Person appointed by the Corporation, on shewing his authority under the Common Seal, from coming on board of his Ship in the day-time, to search for Powder, Guns unshotted, heating of Pitch, Tar, &c. or to examine whether Bread-Rooms are dried at unlawful hours, or Persons navigating Bumboats, come on board, to forfeit 5*l*.—[By Stat. 5 Geo. II. cap. 20. § 5, the Person appointed must

be an Elder Brother of the Corporation, and the obstructing him is by that Act punished with a Penaly of 5*l.*]

9th. Any member of the Corporation, who shall set his name to any Bill, Petition, &c. to Parliament or inferior Jurisdictions, in name of Seamen in general, without the consent of the Master, Warden, and Assistants, shall forfeit 5*l.*

10th. Every Mariner who shall swear, curse, or blaspheme, while on Ship-board, shall forfeit 1*s.* to the Poor's Box.

Every Mariner hired to serve on board of any Ship, who shall lie on shore during the Voyage without leave, shall forfeit 2*s.* 6*d.* to the Poor's Box.

Every Mariner being in perfect health, who shall absent himself from prayers, being performed according to the Liturgy of the Church of England, and who shall not repair thither, after the ring of the Bell, shall forfeit 6*d.*

Every Mariner who shall be drunk, shall forfeit 1*s.*

Every Mariner who shall be obstinate and stubborn, and who shall not obey the Master's lawful commands, or the Mate's or Boatswain's, in his absence, shall forfeit half his Month's Pay.

11th. Every Mariner shipping himself with any Master for a Voyage, and afterwards deserting, and shipping himself with another ;—the Master with whom he sails may detain 2*s.* in the pound of his Wages, for the time he serveth in the Ship.

12th. Every Commander of a Ship hiring any Mariner to sail with him on a Voyage, shall take in writing, under the Seaman's hand, upon what condition he is entertained and to submit himself to the Bye-Laws of the Trinity-House.

The Forfeitures to go to the Poor of the Corporation.

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In addition to the foregoing powers, the Charters granted to this Body, together with the subsequent Acts of Parliament, authorised them to appoint *Loadsmen* or *Guides*, to conduct Ships and Vessels out of the River Thames and Medway; and to make orders for the maintenance and increase of Navigation, and the government of Mariners; and for preventing annoyances on the River Thames.(*d*)

Upon the whole, the functions of this Corporation, exercised by virtue of those Charters (and ancient Statutes) may be summed up under the following heads:—

I. They manage and superintend an extensive Charity, and exercise the patronage created by a Fund, arising from the Profits of the sale of Ballast, &c. and applied for the relief of poor Seamen and their Widows, and for the support of two Alms-houses, at Deptford, in Kent, and two at Mile-End, Old-town, in Middlesex, which are well endowed, and have become comfortable Asylums for superior classes of decayed Mariners and their Widows.

II. They were empowered to punish Seamen for desertion, or mutiny, in the Merchants' service.—[But this has become obsolete.]

III. They were also authorised to hear and determine all Complaints of Officers and Seamen in the Merchants' service, subject to an appeal to the Lord High Admiral.—[But such authority has not been exercised for a considerable length of time.]

(*d*) See the preamble to Statute 5 Geo. II. c. 20 in a subsequent page of this Chapter, (p. 344) from which it appears that the Trinity House exercised a concurrent jurisdiction with the City of London, relative to damages and annoyances on the River.

IV. They are authorised to license poor Mariners, (although not free of the Watermen's Company) to ply for hire in the River Thames.

V. They are authorised, as nautical men, to examine persons who are candidates for the situation of Masters and Mates in his Majesty's Ships of War, and to certify their fitness.

VI. They examine the Youths in Christ's Hospital, who receive a mathematical education with a view to nautical pursuits.

VII. They appointed and regulated Pilots.

VIII. They have the sole privilege of supplying Ships with Ballast, that pass between London-bridge and the Main Sea.

These appear to be the rights exercisable by the Corporation under their Charters and Bye-Laws. With respect to the two latter, and most important of them, it was soon discovered in the progress of society, that stronger powers were necessary than those conferred by the Charters; not only to prevent innovations and abuses, but also to remedy damages and annoyances upon the River. Accordingly, in the year 1792, this respectable Body found it necessary to apply to Parliament, when their exclusive powers respecting the appointment and control of Pilots were confirmed and explained by the Act 5 Geo, II. c. 20.(*e*)

By

(*e*) The following are the words of the preamble of this Act, to which some allusion has been already made, and which will more fully explain the nature of the jurisdiction claimed and exercised by this Corporation :—

" Whereas

By § 1 of this Statute, it is enacted, that every person, taking upon himself the charge of any Ship as

"Whereas the Master Wardens and Assistants of the Guild, Fraternity, or Brotherhood of the most glorious and undivided Trinity, and of St. Clement, in the parish of Deptford Strond, in the County of Kent, have, for above 200 years last past, been a Corporation, and by long usage, and by virtue of divers Letters-patent, granted to them by the Crown, been authorised and empowered to appoint Pilots, Loadsmen, or Guides, to conduct Ships and Vessels out of the Rivers of *Thames* and *Medway*, through the North Channel to or by *Orfordness*, and round the *Long Sand-Head*, into the *Downs*; and from and by *Orfordness*, up the North Channel, and the Rivers of *Thames* and *Medway*, and also to make such Orders and Constitutions as should be necessary for the wholesome government, maintenance and increase of Navigation, and of all sea-faring Men, coming, or being within the River of Thames; and in pursuance of such powers, and by ancient usage, have, from time to time, appointed a competent number of Pilots for the purposes before-mentioned, and made Orders, from time to time, for the better regulation and government of the same; and also for preventing mischiefs, damages, and annoyances upon the said River; but divers persons, without examination, licence, or authority, by, or from the said Corporation, have taken upon themselves to act as Pilots or Loadsmen, and to conduct and guide Ships and Vessels to and from the several places aforesaid, to the great hazard of such Ships and Vessels, and their Cargoes, and the lives of the persons on board the same; and to the obstruction of Navigation within the said limits, and the prejudice of lawful and licensed Pilots, who attend wholly on that service, and on which their livelihood chiefly depends: And whereas great losses by fire may happen to Merchants and Owners of Ships occasioned by Powder being taken in and remaining on board, while Ships lie in the River of Thames, and by heating of Pitch, Tar, Rosin, Grease, Tallow, Oil, and other combustible matters and things on board Ships and other Vessels, lying in the said River: And whereas, by keeping Guns shotted on board Ships, lying in the said River, and by firing Guns in the night time, not only the Ships lying in the said River, but also

as Pilot down the River of Thames, or through the *North Channel* to or by *Orfordness*, or round the *Long Sand-Head* into the Downs, or down the *South Channel* into the *Downs*, or from or by *Orfordness*, up the *North Channel*, or the River of *Thames*, or the River *Medway*, without being licensed under the seal of the Corporation, shall, on conviction, before two Justices of the Peace, for the City of London, or the Counties of *Middlesex*, *Essex*, *Kent*, or *Surry*, within their respective jurisdictions, forfeit 20l. But the Act does not extend to an obligation on the Master of any Ship or Vessel, in the Coal or Coasting Trade, to employ a Pilot. And it has been determined, that this penalty does not attach on persons steering Vessels from one Wharf to another, down the River, for the purpose merely of unlading their Cargoes.

The same Act (§ 8) subjects all licensed Pilots to the regulations and government of the Corporation (except with regard to keeping their turns, and settling the rates of Pilotage) and to the payment of a sum not exceeding one shilling in the pound

also his Majesty's Docks and Yards, and the Tower and City of London, and the lives of divers persons may be greatly endangered: And whereas the powers and authorities vested in the said Corporation, are found not sufficient or effectual, to remedy and prevent the mischiefs and ill-practices before-mentioned: Therefore, for promoting and securing a more safe Navigation for Ships and Vessels, in the River of Thames, and for the more effectual preventing and remedying the dangers, mischiefs and annoyances upon the said River, below London bridge;" It is enacted, &c.

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on their pay, for the benefit of the poor. A power is also given by the Corporation (by § 9) to call in the Warrant of any Pilot, who misconducts himself; after a due examination of the case.

The same Act, after establishing certain regulations respecting Gunpowder, firing of shotted Guns, and melting Pitch, Tar, &c. on board of Ships and Vessels between London bridge and Blackwall, (which will be noticed hereafter,) declares (§ 5) that for the better discovery of Offenders, it shall be lawful for the Master, Wardens, and Assistants, to appoint any Elder Brother, by an Instrument under their Common Seal, between sun-rising and sun-setting, to board any Trading Ship or Vessel, and search for Powder, Guns shotted, and the heating and melting of Pitch and combustible Matters, within the limits stated in the Act: the Master or Commander to forfeit 5l. for obstruction. And (by § 7) in case any offence is discovered to have been committed, the same shall be cognizable before two Justices within their respective jurisdiction, not being members of the Corporation. The penalties (by § 6) being in all cases, to be applied to the use of the Poor of the Corporation.

In the year following, namely 1733, a Combination among the Ballast-men employed by the Trinity Corporation, rendered it necessary for that Body to make a second application to Parliament, for the purpose of giving energy and effect to the powers they possessed under their Charters.

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The Statute 6 Geo. II. c. 29,—(*entitled an Act for the better Regulation of Lastage and Ballastage, on the River Thames*)—Recites, "That the Trinity House have, by grants from the Crown, the Lastage and Ballastage, and the sole right of supplying all Ships and Vessels with Ballast, that sail between London bridge and the Main Sea, at the rates and prices accustomed; and that they are entitled, and have a right to dig, and take up the Gravel, Land and Soil of the River of Thames, for Ballasting such Ships and Vessels as aforesaid. That for this purpose they have employed, for several years, 60 Ballast Lighters and 120 men, to dig and raise Ballast from the Shelves and Sand Banks of the River, for Ships and Vessels having occasion for the same. That by this operation the Channel of the River had been considerably deepened, and several obstructions to the Navigation removed:

"That 4d per Ton had been paid by the Corporation, to two Ballast-men, for raising the same, and 2d. per Ton for the use of the Lighters,—in all 6d. That the Corporation have received 9d. per Ton for Ballasting Ships employed in the Coal Trade, and 12d. per Ton for Ballast furnished to British, and 16d. per Ton to foreign Ships and Vessels. That the Net Profits arising from these Rates and Duties, are applied towards the maintenance and relief of many hundreds of decayed Seamen, their Widows and Orphans. That great Frauds had been committed by Ballast-men in not delivering the due Tonnage. That

That the Ballast-men and Owners of Lighters, had represented that the price of Provisions and Labour had greatly advanced, and that by reason of the River being much deeper, the Ballast was more difficult to be raised than formerly, and further to be fetched, and the Lighters were obliged to be stronger built, and to be fitted with Masts, Sails and other Rigging; and that unless the Wages and Hire of Ballast-men and Lighters were raised, the Lighters could not be made seviceable for the purpose intended, nor the Ballast-men maintain themselves and families:

"That the Ballast-men had entered into a Combination, refusing to work, and had demanded and received, from several Ship-Masters, an advance of 3d. per Ton."

As a remedy against these Frauds and Abuses, it is enacted, that the following Prices shall, in future, be paid to the Trinity-House Corporation, for all Ballast demanded and entered at their Ballast-Office.

For every Ton of 20 cwt. carried to Vessels in the Coal Trade - - - - - -	12d.
- - - - to any British Vessel	15d.
- - - - to any Foreign Ditto	19d.

And that the Corporation shall pay for raising and carrying the same, the following Rates:

To two Ballast-men (per Ton) for their Labour . .	6d.
For the use of the Lighter, for every Ton	3d.
Total per Ton . .	9d.

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But these Rates are in no respect to alter the price of *Washed Ballast*, delivered to any Ship.

Upon oath, before the Supervisor of the Ballast-Office, being an Elder Brother, Ballast-men shall forfeit 2s. 6d. per Ton, for short deliveries of Ballast, which shall afterwards be made good by the Corporation to the party injured, under the penalty of 50l. to be recovered in the Superior Courts, (§ 3, 4.)

A penalty of 5l. is inflicted (by § 6) on Ballast-men refusing to work at the wages appointed, or not conforming to the directions of the Rulers of the Ballast-Office—For breach of contract, or joining in combinations to raise wages.

A Regulation is also established for more correctly ascertaining the burthen of the Ballast Lighters, by marks on the stem and stern, that the Tonnage may be computed by a gradual progression of two Tons and a half; and for the purpose of preventing Frauds in this respect, the body of Ship-masters taking Ballast, may appoint persons to inspect the marks of the Lighters, and on discovering or suspecting any fraudulent alterations, suspicious Lighters are to be weighed within ten working days after a request is made to the Corporation, and if a Fraud is detected, the offending party shall forfeit 5l.—if not, the person applying shall pay the expence of re-weighing the Lighter. (§ 7, 8.)

When Ballast Lighters are conveyed to Ships, the Masters may appoint the Mate, and any other person

person to inspect the Lighter's depth in the water, for which purpose, the Ballast-men are required to trim such Lighter so as to make the same swim at equal marks at stem and stern, and pump all the water out. In case of obstructing such examination, or delivering Ballast until every thing is done, as directed in the Act, to obtain satisfaction that no Fraud is committed, the Ballast-men shall forfeit 5l. (§ 10)

Where Lighters are employed in raising Ballast, without being previously weighed, marked, numbered, and allowed by the Trinity Corporation; or where the gauge marks denoting the Tonnage, or the number of any Lighter in the service of the Corporation, shall be counterfeited, removed, or defaced, the offender, on conviction, shall forfeit 10l. (§ 11.)

Ballast-men demanding and receiving money from Masters or Officers in Ships, for, or on account of any Ballast, or the delivery of the same to such Ship, shall, on conviction, forfeit 2l. (§ 12.)

Except in respect to the lowering of Wages, all Ballast-men shall be subject to the Regulations of the Corporation. (§ 13.)

By § 20 of this Act, *Bricks, Tiles, Lime*, or any other merchandisable commodity, may be carried as Ballast without paying any thing to the Corporation for the same.

The penalties and forfeitures under this Act, are to be applied (except where specifically directed otherwise) in satisfying and defraying the losses and damages

damages sustained by the Corporation in consequence of Frauds committed, and in making good deficient Tonnage; and the residue to the poor of the Corporation. (§ 21.)

This Act, which was limited to five years, was afterwards continued by Statute 16 Geo. II. c. 21. for eleven years more, and by subsequent Acts till June 24, 1805. It is also amended and extended to other objects, by the Statute 32 Geo. II. c. 16.

This Act is entitled—*An Act to continue, amend, explain, and render more effectual, an Act made in the 6th of His Majesty, for better regulating Lastage and Ballastage, in the River Thames; and to prevent putting of Rubbish, Ashes, Dirt and Soil, in the said River, and in the Streets, Passages and Kennels, in London, and the Suburbs thereof; and in Westminster, and such part of the Dutchy of Lancaster as is in Middlesex, and for allowing a certain quantity of Dung, Compost Earth, and Soil, to be yearly shipped as Ballast from the Laystalls, in London, on board any Collier or Coasting Vessel.*

After reciting that the preceding Acts had greatly tended to the preventing Frauds and Abuses then before committed by Ballast-men, and also to the preservation of the Navigation of the River, the encouragement of Trade, and the maintenance and relief of decayed Seamen, their Wives, Widows and Orphans, from and after the 24th June, 1759, authorises 3000 Tons of Dung, Compost Earth, or Soil, to be shipped as Ballast, from any part

part of the River Thames; besides 2000 Tons of Dung from the Laystalls, (over and above the 3000 Tons authorised by 6 Geo. II. c. 29)—3000 Tons of Chalk and Rubbish for Ballast, in Coasters—and 2000 Tons of Sope Ashes; provided that entry is made of all commodities shipped as Ballast, and 1d. per Ton paid to the Trinity-house for licence and authority.(*f*)

This Act, (besides enforcing whatever relates to weighing, marking, and numbering the Ballast Vessels) establishes an important Police Regulation, with respect to Vessels coming up the River Thames in Ballast; by prohibiting, under a penalty of 5l. its being discharged or thrown into the River, and directing that it shall be laid or put, at the expence of the Owner or Master of every Vessel bringing Ballast, *on some common Wharf or Quay* near the River, or some ground or *place above high-water mark*, or unloaded into Lighters of the Trinity-House, who are to furnish them on demand made within three days, or forfeit 50l. for neglect, or refusal, unless occasioned by frosty or tempestuous weather; for

(*f*) By Stat. 36 *Geo.* III. *cap.* 110. reciting, that it is expedient that Lime, Limestones, and other Articles necessary for the cultivation and improvement of Land, should be removed *Coastwise* with as little expence as possible:—It is enacted, that no Sufferance, Warrant, *Transire*, or other Document, shall be required *by any Officer of the Customs*, on the shipping, carrying or landing Coastwise within *Great Britain*, of any *Lime*, *Limestone*, *Chalk*, *Sand*, *Marle*, or *Dung*, nor shall any Fee be charged or taken by any such Officer, on the shipping, removing or landing Coastwise, any of the said Articles, on any pretence whatsoever.

which

which service the Corporation are entitled to demand 6d. per Ton, for every Ton of Ballast received into their Lighters, in 24 hours after the same shall be carried away; which money shall be applied to the use of the Poor of the Corporation, (§ 8, 9, 10.)

Any person throwing any Rubbish, Ashes, Dirt, or Soil from any Wharf, Quay or Bank adjoining, or near the River Thames, or out of any Barge or Lighter, shall, on conviction, forfeit 40s. (§ 11.)

By § 13 of this Act(*g*) it is recited "that great quantities of Rubbish, Earth, Sand, Ashes, Dirt, Filth, and Soil, are frequently thrown into the Streets, Lanes, and Common Passages, of the Cities of London and Westminster, and the Liberties and Suburbs thereof, and that Scavengers or Rakers, whose duty it is to cleanse such Streets, do frequently put Rubbish, Earth, Sand, Ashes, Dirt, Filth and Soil, into the Kennels, from whence it is carried or forced down into the River Thames, to the manifest prejudice of the Navigation thereof, as well as to the annoyance of the Docks and Wharfs, contiguous to the said River;" for remedy whereof it is enacted, that no Person shall lay, throw, or put any Rubbish, Earth, Sand, Ashes, Dirt, Filth, or Soil, in any Street, Lane, Commonway, or Passage, in London or Westminster; other

(*g*) This clause applies to every House-keeper in London, and ought to be more generally known and understood than it appears to be.

than such as are allowed by Law, to be laid and heaped up to drain, ready for the Scavengers to carry away: Nor sweep, throw, carry, or otherwise put any Rubbish, Earth, Sand, Ashes, Dirt, Filth, or Soil, into any Kennel, other than such as shall be swept away, by the respective Inhabitants before their Habitations; and if any one shall offend in the Premises, he, she, or they, shall forfeit and pay *Ten Shillings* on the conviction of any one Justice.—But not to extend to sweeping immediately after Snow, Thaw, or Rain, any Ice, Snow, Dirt, or Soil, which by means of such Snow, Thaw, or Rain, shall be before any House or Tenement, except Rubbish.

By § 15 and 16, Lessees and Occupiers of Laystalls, are authorised to inspect the Streets, and give information of Offenders; and on performing their duty therein, are allowed to ship as Ballast, the 2000 Tons of Dung, &c. under this Act.

Any Justice of Peace, within the limits of his Jurisdiction may, on his own view, convict any Person throwing Ballast into the River, out of any Ship or Vessel, or throwing into the said River, any Rubbish, Sand, Ashes, Soil, &c. from any Wharf, Quay, or Bank, adjoining the River, or out of any Barge or Lighter; or into any Street, Lane, or Passage, as aforesaid, and such Justice (not being a Member of the Trinity Corporation) is by the Act authorised and *required to convict* every such Offender on view as aforesaid, and also on complaint to issue Warrants for

for apprehending Offenders; which Warrants may be executed as well on the River as on Shore.

The Provisions of the Statute, 2 Geo. III. cap. 28. (generally called the Bumboat Act) as far as they relate to the criminal Police of the River, have been already shortly detailed (see Chap. II. p. 42; 44—46.)

By this Act the Trinity Corporation are authorised to license Bumboats used and navigated upon the River Thames, between London Bridge, and the Lower Hope Point, for the purpose of selling Greens, Liquors, Slops, Fruit, and other Articles among the Shipping, and it is enacted, that none should be permitted, except such as entered at the Office of the Trinity House, and which shall be navigated only between Sun-rise and Sun-set; the said Boats having marked upon them, in legible characters, the Names and Places of Abode of the Owners, and such numbers as shall be ordered by the Corporation; who shall cause all such Entries to be registered in a book to be provided for the purpose, and for which a fee of 5*s*. shall be paid and no more. (§ 1—4.)

The Act further authorises the Trinity Corporation, or such Persons as they shall depute and appoint under the Seal of their Corporation, to stop, search, and detain, in some Place of Safety, any Boat, which there shall be reason to suspect has any Ropes, Cordage, Tackle, or Apparel, Furniture, Stores, or Materials of any part of any Cargo or Lading of any Ship or Vessel in the Thames, and to carry the Person, suspected to be concerned, before

a Justice, to be dealt with as the Law directs—§ 5. One moiety of all Penalties to be paid to the Person apprehending the Offenders, or giving information, and the other to the Poor of the Trinity Corporation—§ 8.

The Powers of this Corporation, with respect to the General Police of the Thames, and the Port of London, are further enlarged by the *Wet-Dock Act*, 39 Geo. III. cap. lxix. already so often alluded to.

By § 79 of this Act, the Trinity Corporation are to examine and approve of Harbour-Masters, appointed by the Lord Mayor as Conservator of the River, and any three of the Elder Brethren may procure them to be removed on sufficient cause, for neglect of duty, or misconduct.

By § 112, the Bye-Laws, which are to be made by the Lord Mayor and Corporation of London, for regulating the Port and Canal, and the conduct of the Harbour-Masters, are to be sent to the Trinity Corporation, before the same can be allowed by the Judges, to whom they have a right to state their objections if not previously obviated by the City of London.

By § 37, the Mooring-Chains in the River Thames, which are now placed under the direction of the Lord Mayor and the Corporation of London, are to be placed, repaired, and maintained, under the inspection and approbation of the Trinity House.

By § 80, the Dock-Masters authorised to be appointed by the Directors of the London Dock Company,

pany, are not legally eligible until previously examined by the Trinity Corporation, and a Certificate obtained of their being properly qualified to execute the Office.

Light-Houses.

The functions of this Corporation also extend to Light-houses; and they are entitled by various Charters and Acts of Parliament, to demand and receive by their Collectors, from every Ship or Vessel which has passed, or is about to pass by the several Lights undermentioned, the following Tolls and Duties;

Light-Houses.	From British Ships bound to Foreign Ports. per Ton.		From Stranger Ships. per Ton.		From Coasters. per Vessel.	
	Out	In	Out	In	Out	In
	d.	*d.*	*d.*	*d.*	*s. d.*	*s. d.*
Edystone .	1	1	2	2	2	2
Portland . .	½	½	1	1	1	1
Caskets . .	½	½	1	1	0 6	0 6
Lizard . .	½	½	1	1	2	2
Scilly . .	½	½	1	1	1	1
Milford . .	1	1	2	2	1	1
Needles .	½	½	1	1	1	1
Owers . .	½	½	1	1	1	1

N. B. All Ships are rated by Law, according to their full Tonnage, and are subject to the above Duties every time they pass the said Lights, whether laden or empty. But it has been determined, by the Court of King's bench, that under the Statutes 4 An. c. 20. and 8 An. c. 17, British Ships, sailing from Foreign Port to Foreign Port, and not touching at any place in Great Britain or Ireland, are not liable to pay the Duties for passing the Edystone Light.

Further

Further Light-House Dues payable to the Trinity House.

To the Floating Light, at Dudgeon's Shoal, near the Well, for every Vessel crossing or passing this Light,	British Ships ½*d. per Ton.* Foreign Ships 1*d. do.*
To the Floating Light Vessel in Haisbro' Gutt, and two Light Houses on the Shore at Haisbro'	Coal Vessels 1*d. per Newcastle Chaldron.* Coasters ½*d. per Ton.* Over-Sea Traders 1*d. do.*
To the Light at Foulness, . .	For every Ship, British or Foreign, ¼*d. per Ton.*
To the Lights at Lowestoft . .	For every Vessel, British or Foreign, 1*s.* for every 100 *Tons*, and so proportionably according to her full Burden, and 4*d.* besides for each Vessel.
To the Buoys of the Cockle and St. Nicholas' Gutt, . .	For every Ship or Vessel ½*d. per Ton.*

These Tolls are levied according to the full Burden of each Vessel. They are only payable once for the whole Voyage out and in; but a single passage subjects the Master to the full Duty. The Tonnage of Coal Ships is to be computed according to the number of Newcastle Chaldrons, expressed in the Cocket, each of which is to be accounted Two Tons.

The

The ancient Powers and Privileges of this respectable Corporation have already been detailed under eight Heads in the former pages of this Chapter. These have been enlarged and confirmed by the Statutes, of which Abstracts have been given; and the following summary View will shew the *additional* Powers which have been conferred by modern Acts of the Legislature.

IX. Functions by Act of Parliament, to board and inspect Vessels in the Thames, between London Bridge and Blackwall, to search for Powder, Guns shotted, &c. and to detect and prevent the danger which arises from heating and melting Pitch, and other Combustible Matter.

X. To license Bumboats for the sale of Liquors, Greens, &c. among the Shipping, from London Bridge to the Lower Hope Point.

XI. To depute persons under the Seal of the Corporation, to act as River Officers in seizing and bringing to Justice, persons committing Offences against the Bumboat Act.

XII. To examine and approve of Harbour-masters appointed by the Lord Mayor and Corporation of London, and to dismiss them in case of misconduct.

XIII. To examine and approve of Dock-Masters appointed by the Directors of the West-India Dock Company, before they can be admitted to execute their Functions.

XIV. To examine the Bye-Laws made by the Lord Mayor and City of London, and to state their objections, if any, in the first instance, to the Lord Mayor; and if not obviated, to submit such objections to the Judges, before they confirm, and allow such Bye-Laws.

XV. To

XV. To inspect and direct the raising and replacing, repairing, and maintaining the Mooring-Chains, to be fixed in the River Thames, by the Lord Mayor and Corporation of London, for the accommodation of Shipping.

XVI. To manage and conduct all matters and things relative to the Maintenance of certain Light-houses herein before mentioned, and to collect, receive, and appropriate the Rates, as directed by Act of Parliament.

From the foregoing Review it appears, that the Functions of this great and respectable Corporation, as regards what may be denominated the *Nautical Police* of the River Thames, are extremely extensive, and embrace almost every object which is connected with the Shipping Concerns, either directly or collaterally.

The Task is arduous, and the Duties are multifarious, imposing on those intrusted with the execution of them a considerable Responsibility, and requiring a firm uprightness of Character. The Public are satisfied, that this Task is now in the hands of Persons zealously disposed to repress the Disorders and Pillage which prevail upon the River, and to contribute to whatever shall have a tendency to diminish the Evils, which, as Nautical Men, possessing great local information, they have long known and felt as a serious grievance, requiring the aid of a vigorous and energetic Criminal Police.(*h*)

In

(*h*) The Author feels it his duty, to acknowledge the obligations which are due to the *Trinity Corporation*, for the very handsome and

In the performance of their duty, not only much Nautical Science is necessary, but no small degree of personal labour; and both are unquestionably manifested in the progress of the Business which occupies the attention of this Board. The Establishment forms an honourable retreat to able and respectable Mariners who, in fulfilling this important trust with zeal and talent, do real credit to themselves, and an essential service to their Country.

and effectual manner in which they have co-operated with the Magistrates of the *Marine Police*, and the candour with which (judging from what passed under their own view) they have expressed their sentiments of the Public Benefits derived from that Institution.

CHAP.

CHAP. XIII.

Of the Establishment of the WEST-INDIA DOCK COMPANY, *and the Powers to be exercised by them in respect to the Police of the River Thames, and the Port of London.—A detail of the Provisions of the* Wet-Dock Act *on this subject.—The Rates payable to the Company by West-India Ships.—Observations on the probable advantageous effect of this New System.*

ALL the Powers and Privileges of the WEST-INDIA DOCK COMPANY on the River Thames, are created by the express Letter of *the Wet-Dock Act*, 39 Geo. III. Cap. lxix. An Abstract and Recapitulation of such parts of this Act, as relate to the Company, and some observations on the probable effects which will result from this New System, will therefore form the substance of this Chapter.

The Preamble to § 38 of this Act recites, "That "the Ships in the West-India Trade frequently "arrive at the Port of London in large Fleets, and "occasion great crowding, confusion, and damage "therein.—That great obstructions and delays arise "from their Cargoes being carried in Lighters to "the Legal Quays, and that in the passage thither, "such Cargoes are subjected to Pilfering and Fraud,

"whereby

" whereby the Owners sustain great loss, and the " Revenue is much injured: and, that if Wet-" Docks were made in the Isle of Dogs with Legal " Quays, Wharfs, and Warehouses attached thereto, " for the reception and discharge of Vessels in the " West-India Trade, much additional Room would " be given to the rest of the Shipping using the " Port; and the West-India Produce might be " effectually secured from loss by *theft* and *other* " *causes*, and the Public Revenue greatly benefited. " —That it is therefore expedient that such Docks, " Quays, Wharfs, and Warehouses, &c. should " be forthwith made.—That several persons have " agreed to form a Company for this purpose, and " have entered into a subscription, for the purpose of " raising 500,000 *l.* as a Capital, for carrying the " Works into execution:"

It is therefore enacted, that certain original Subscribers, (named in the Act,) with such others as shall agree, and be permitted to become original Members of the Company, and their several Successors, Executors, Administrators, and Assigns, &c. shall be, and they are by the Act, declared to be, united into a Company or Association of Proprietors of the Docks, Basons, Cuts, Quays, Wharfs, Warehouses and other Works; and which Company, shall use the Firm and Stile of the

West-India Dock Company;

and shall have the Powers and Authorities herein after stated.

The

The sum so subscribed, or such part as shall be necessary, shall be considered as a Capital, or joint Stock, vested in the *West-India Dock Company*, for the use and behoof of the Members of the Company in proportion to their Subscriptions.—The Stock shall be deemed Personal Estate; and pass by Transfer in the Books of the Company. No Stock-holder is liable for the Debts of the Company beyond the amount of the Stock subscribed—§ 39, 40, 41.

During the progress of the Works, each Stock-holder is entitled to receive at the rate of 5 *per Cent. per Annum* on the amount of the money advanced. And after the Works are finished, such Interest or Dividends shall be paid, (not exceeding 10 *per Cent.*) as shall be determined at the General Meetings of the Company—§ 42.

A General Meeting specially called for the purpose, may increase the Capital to *Six Hundred Thousand Pounds*—§ 43.

Any five or more of the Directors, are empowered to Audit and Settle all accounts of Money disbursed for the purposes of the Act; and to make Calls for Money from the Subscribers for carrying on the Works, not exceeding 10 *per Cent.* on the Sum subscribed; and no Call to be made but at the distance of two months from the preceding one. Subscribers neglecting to comply with the Calls, to forfeit 5 *per Cent.* and may be sued by the Company: and if the amount of such Call is not paid within

within three months, the Directors in their option, may either sue, or declare the share of such Defaulter to be forfeited in favour of the other Proprietors—§ 44.—No advantage to be taken of any Forfeiture, until notice given in writing, nor until the same be declared forfeited at a General Meeting of the Company, held within six months thereafter. And in all such cases, persons thus ceasing to have an interest in the undertaking are indemnified against Actions subsequent thereto—§ 45.

Where the Representatives of deceased Subscribers, decline, or neglect, to answer the Calls that are made, the Company shall be at liberty to admit other persons as Proprietors in their stead, on repayment of Money advanced by such Proprietor —§ 46.

General Meetings shall be held in the City of London, on not less than seven days' notice to Subscribers, both days being inclusive—§ 47.

Within one month after passing the Act, the Company are directed to choose by Ballot :—

1st. . .	13	Persons, Members of the Company, holding 2,000 *l.* Stock.
2d. . .	4	Persons, being Aldermen of the City of London.
3d. . .	4	Persons, being Common Council-men of London.

and these 21 shall be called the *Directors*, for managing the affairs and business of the Company.

These

These Directors are authorised to elect from among themselves two persons, to be the Chairman and Deputy Chairman of the Court of Directors, and of the General Meetings of the Company. The Directors not being less than five, shall appoint the times and places of meeting.—The Directors to remain in Office until others are chosen in their stead, unless they shall die, be removed, or disqualified by not holding sufficient Stock, or by ceasing to be an Alderman or Common Councilman. The New Directors chosen to replace these, shall remain in Office no longer than those in whose stead they were appointed, could have remained—§ 48.

Five at least of the twenty-one Directors, shall go out of Office by rotation every year, and five others shall be appointed to succeed them; namely, three Members of the Company, who shall possess 2000*l.* Stock, and one Alderman and one Common Councilman, being of the same class with those who go out.

None of the Directors shall continue longer in Office than four succeeding years; and, to comply with this Rule, *four*, at least, of the Directors, who have been appointed out of the Members of the Company, shall go out of Office in rotation, every *fourth* year, and four other qualified persons shall be chosen by ballot to succeed them; but, as the rotations cannot take place during the first three years, during this period, the Directors, who are to go out of

of Office shall, each year, be ascertained by drawing lots. Persons who have served the Office of Director, may be re-chosen after one year, if otherwise qualified. § 49.

Two general Meetings of the Company shall be held yearly, viz. in the first weeks of January and July, of which, due notice is to be given, (§ 50)—But any nine Proprietors, holding 500*l.* Stock, and upwards, may, by notice to the Clerk or Treasurer, request extraordinary Meetings. § 51.

The qualifications of Voters, at General Meetings, are as follows:

	Votes.
Holders of 500l. Stock, and less than 2000l. entitled to	1
. . 2000l. . . . . 5000l. . . .	2
. . 5000l. . . . . 10,000l. . . .	3
. . 10,000l. and upwards	4

Bodies politic or corporate may vote by their Attornies, duly authorised: but no individual voter shall hold more than one power of Attorney.

No Proprietor, holding less than 500*l.* shall vote at any meeting. A majority of votes shall decide all questions; and the Chairman shall have a casting vote, although he shall have previously voted as a Proprietor. And every question, if required by five or more persons having votes, may be determined by an immediate ballot, where the Chairman shall, in like manner, have a casting vote. § 52.

In case the Corporation of London shall be pro-

prietors of 1000*l.* or more, of the Stock, the Court of Common Council may, from time to time, elect and appoint one person for every 1000*l.* Stock, to vote at the General Meeting; every such Representative to have only one vote. § 53.

After the expiration of twelve months, from the passing of the Act,—(*i. e.* after 12th July 1800) no person shall vote who has not possessed Stock for twelve Calendar Months in his own right, and not in trust for another, unless such Stock shall have come by bequest, marriage, or intestacy, or by the Custom of London, or by settlement; such possession to be ascertained by the oath of the Voters, before the Chairman, or five Directors. § 54.

At the Meetings of the Directors, five Members shall be a quorum, capable of acting. Questions shall be decided by a majority present, and if the numbers are equal, the Chairman shall give the casting vote. (§ 55.)

The Directors are empowered by themselves, Agents, Workmen, &c. to make and complete, within five years after the passing of the Act, according to such plans, and in such manner and form as they shall approve of, one or more navigable *Docks*, *Basons*, and *Cuts*, with Quays or Wharfs, and Warehouses adjoining, to be situated in the Isle of Dogs, to the northward of the intended Canal, and to communicate with the River Thames, at or near Limehouse-hole, on one side, and at or near Blackwall, on the other. § 56.

The Directors are also empowered to build as many *Quays*, *Wharfs* and *Warehouses*, as they shall think necessary and proper, along the Banks of, or adjoining or near, the intended Docks and Basons. § 57.

Such of the said Docks, as shall be used for unlading Ships, together with the Quays, Warehouses and other Buildings, shall be inclosed and surrounded by a strong brick or stone Wall, not less than 30 feet high, on all sides, leaving only proper spaces for the Cuts and Entrances into the Dock, and proper Gateways through the Wall; and immediately without the Wall, and on every part of the out-side thereof, except where it shall adjoin any Dock, or Bason, which may be made without the same, there shall be a Ditch, of the width of 12 feet, at least, to be always kept filled with water, 6 feet deep; and no House or Building shall be erected within 100 yards of the out-side of the Wall, on penalty of 100*l.* and 50*l.* per month afterwards, until the Building and Materials are removed. § 58.

The Directors are also empowered to build two or more Piers, within the Tide-way of the River Thames, at or near *Blackwall*, and two or more at or near *Limehouse-hole*, for the more safe entry into the Docks, &c. provided that the Navigation of the River Thames shall not be injured thereby. And also to make, and from time to time to repair such Cuts, Sluices, Locks, Flood-Gates, Bridges, Roads, and other Works, as shall be deemed necessary; and

likewise Drains, to carry off Water from private Property. § 59, 60, 61.

The Directors are further authorised to stop up, alter, and build Sewers, under the direction of the Commissioners of Sewers, in whom such new Sewers as are not within the Dock Walls, are to be vested. § 62.

Powers are also granted to the Directors, to make and maintain Draw and Swivel Bridges, to alter and divert Highways;—to procure Materials—and to remove obstructions in adjoining Lands, and to lay Materials thereon, satisfying the Owners, in all cases of injury or damages. § 63, 64, 65.

The Directors are also authorised to make Bricks, for the use of the Works, upon the ground purchased by them for the Docks, &c. and also to take Sand from the bed of the River, above and below London Bridge, for the use of the Works; on having a written authority for that purpose, from the Court of Common Council, or persons authorised by them. § 66, 67.

The Directors are further authorised to supply the Docks, &c. with Water, while in their progress and afterwards; from the River Thames and from such Waters as shall be found in digging and making the Works; also to supply the Docks with Water by Feeders and Sluices, passing through adjoining Lands,—to repair Works damaged by Floods,—to scour the Docks and remove Wrecks; and to cleanse adjoining

adjoining Water Courses, at the Land-owners' expence. § 68—71.

No Slips, dry Docks, &c. for building or repairing Vessels, shall be made in, or adjoining the Docks; nor can the Dock-Company be concerned in building or repairing Ships. § 72.

The making and using the Docks shall not prejudice or obstruct the Canal. § 73.

The Corporation of London, are directed to convey the ground, where the Docks are to be situated, to six Trustees in fee, in trust for the Company, who are to reimburse what has been paid by the Corporation of London for the same. § 74—77.

The Directors, or any five, or more of them, may, from time to time, as there shall be occasion, appoint one or more proper person or persons to be *Dock-Masters*; he or they first producing, after examination before a legal Assembly of the Trinity-House, a certificate from that Corporation, of being qualified for the Office. These Dock-Masters (who may be removed or dismissed by the Directors) while in Office, shall have power to give directions, as to the mooring and unmooring, moving or removing, all Ships, Vessels and Lighters or Craft, coming into or lying in the Docks, Basons and Cuts, or lying or being in such parts of the River Thames, at Limehouse-hole and Blackwall, as shall be within 200 yards from any entrance out of the said River into the Works of the Company; and as to the time and manner of entrance out of and into the said Docks, &c. and the

position of the Ships, while lading or discharging, and the time of opening and shutting the Dock Gates. In case of refusal, on the part of any person in the charge of Ships, or Vessels, to remove the same, on notice given in writing and left with some person on board the Vessel, the Dock-Master, and his Assistants, are authorised to remove such Ship; the expence whereof, together with a sum not exceeding 10l. nor less than 5l. for each offence, may be recovered by the Treasurer of the Company, from the Master or Owner of such Vessel.—And Masters, Pilots, or other persons obstructing such mooring, unmooring, moving, or removing of any Ship or Vessel, in the said Dock, Basons or Cuts, or at any such parts of the River Thames, at Limehouse-hole and Blackwall, shall forfeit, not exceeding 5l. nor less than 2l. § 80.

The Directors may annul any order of the Dock-masters, and give others, § 81. But no order whatsoever, whether given by Directors, Harbour-Masters, or Dock-Masters, shall lessen or diminish the responsibility of the persons having the charge of the Ship, Vessel, or Cargo. § 82.

Both the Docks and the Canal shall be considered as part of the Port of London; Vessels resorting thereto, shall be subject to the several Port Duties; all Goods landed, or shipped upon or from the intended Quays, shall be subject to the same regulations as are applicable to the present legal Quays, and the Quays, in such of the Docks as shall be

walled round, shall be deemed, to all intents and purposes, *Legal Quays.* § 83—86.

During the term of 21 years, from the time when the Docks shall be completed and ready for Ships and Goods:—all Ships and Vessels which shall arrive from any part of the West-Indies, into the River Thames, with Cargoes of West-India produce, shall unlade the whole within some one of the said Docks, or on the Quays or Wharfs which shall belong thereto, where the Duties shall be ascertained, and no where else; and the Goods, Wares and Merchandise, being West-India produce, in respect whereof such Duties shall be payable, may afterwards be stored in the adjoining Warehouses, *or in such other Warehouses, as the Owners or Consignees shall think proper*; and in case any such Goods, Wares and Merchandise, being West-India produce, shall, at any time during the said term of 21 years, be landed from any Ship or Vessel, in the West-India Trade, in any other place or places, in or near the Port of London, than the said Quays and Wharfs within the said Docks, they shall be forfeited to his Majesty, and may be lawfully seized accordingly: and the Owner or Master of any such Ship or Vessel, shall, for every such offence, forfeit and pay One Hundred Pounds. § 87.

It is however provided, that so much of the Cargoes of West-India Ships, as shall consist of Tobacco, shall, as soon as may be after being unshipped in the Docks, be conveyed to the King's Tobacco Warehouses,

Warehouses, without previously ascertaining the duty, either in Carts or Decked Lighters at the expence of the Dock Company, who shall be entitled to receive such recompence as shall not exceed the whole expence of conveying Tobacco from Ships at their proper Moorings to the King's Warehouse. § 88.

It is also provided, that if at any time it should happen, from the crouded state of the Docks, or from accident or other cause, Ships or Vessels cannot be admitted into the Docks, three or more Commissioners of the Customs may permit the Cargo of any such Vessel to be landed at such other legal Quay or Quays, as they shall appoint. § 89.

Where Ships arriving from other parts of the World than the West-Indies, shall have Goods on board of the produce of the West-Indies; such West-India produce shall be discharged within the Docks, if any three or more of the Commissioners of the Customs shall so order and direct. § 90.

During the said term of twenty-one years after the finishing of the Docks, all outward-bound West-India Ships shall ship or take in all their Cargoes, and be laden either in some one of the Docks, or in such part of the River, as shall be below the entrance of the Canal at Blackwall. Masters and Owners of Vessels offending in this respect shall forfeit 100*l.*— Such Ships and Vessels however, are excepted as may be engaged to take on board Naval Stores at the King's Yard or Victualing Office at Deptford, for his Majesty's Service: on producing to the Dock-Master a Cer-

a Certificate, under the hands of a Commissioner of the Navy or Victualing Office. § 91.

The Directors or any five of them are empowered to make Bye-Laws, Rules, Orders, and Regulations for the Docks and their Appurtenances, and for the good government of the Directors, Dock-Masters, Clerks, Treasurers, Collectors, Engineers, Surveyors, Workmen, Watchmen, Lightermen, Labourers, and others appointed and employed on behalf of the said Company, and for the better regulating, governing, and managing the several Works, Matters, Accounts, and things authorised to be done by the Directors; and to amend, alter, and repeal the same, and fix penalties for non-observance, not exceeding 40*s.* recoverable before Justices where the Offence is committed. Such Bye-Laws to be printed and distributed in the Port of London; to be subject to the control of the Company, who may alter or annul the same, at a General Meeting; and to be allowed and approved by the Lord Chancellor, one of the Chief Justices, or Chief Baron. § 109—112.

" In consideration of the great charges and ex-
" pences, in making, building, and erecting the said
" Docks, and their Appurtenances, and supporting,
" maintaining, and keeping the same in repair :"—
It is enacted, that from and after notice of the completion of the Docks and other Works, shall have been given by Public Advertisement in the London Gazette, and two or more Public Morning Newspapers, circulated in London, there shall be payable

payable to the West-India Dock Company, or to their Collectors, Receivers, or Agents, for their use, (over and above the Rates and Duties granted to his Majesty, and to the Corporation of London,)—the Rates and Duties following; *viz.*

"For every Ship or Vessel entering into and using any of the said Docks, or any of the Basons and Cuts which shall belong thereto (to be paid by the Master or Owner of such Ship or Vessel) a Rate or Duty *of 6s. 8d. for every Ton of the burden of such Ship or Vessel*; for and in satisfaction of the use and conveniency of the Docks, and all charges and expences of navigating, mooring and unmooring, removing and management of such Ship or Vessel, from her arrival at the entrance of the Docks at Blackwall, until unladed and moored in the Dock for light Vessels: and also, of the unlading her Cargo within the said Docks, and the Landing-waiters' Fees, on account thereof; and the Cooperage, Hoops, and Nails, which such Cargo may require, in the course of such unlading, together with the use of the Light Dock, for any space of time not exceeding six months from the time of unlading such Ship or Vessel." § 137.

And from and after such notice being given, there shall also be paid to the said Company, for all Goods, Wares, and Merchandise, imported from the West-Indies, which shall be landed, unshipped or discharged from on board of any Ship or Vessel, entering into and using the said Docks, or any of the Basons or Cuts thereunto belonging by the Owners

or

or Consignees of such Merchandise (over and above all other Rates and Duties) the Rates and Duties following; *viz.*

	s.	d.	
For Aloes	4	8	per Cwt.
— Balsam Natural	4	8	
— Cassia	4	8	
— Cortex Winteranus	4	8	
— Cocoa	1	6	
— Coffee	1	6	
— Cotton Wool	2	6	
— Dyers' Woods	0	6	
— Ginger	3	3	
— Gum Guaiacum	4	8	
— Hides	0	6	per Dozen.
— Indigo	2	6	per Cwt.
— Marmalade	2	6	per Jar.
— Oil, Castor	2	6	
— Pimento	3	2	per Cwt.
— Rum	0	1	per Gallon.
— Sarsaparilla	6	0	per Cwt.
— Sugar	0	8	
— Succads in Boxes	5	0	
— Tamarinds or Succads in Jars	2	6	per Jar.
— Tortoise shell	5	0	per Cwt.
— Turmerick	4	8	
— Wine, including Madeira	0	1	per Gallon.

And Further;

	s.	d.
For every Cask, Case, Bundle, Bale, or other Package, containing any article of Merchandise, not otherwise specified and described in the foregoing Table, being 2 cwt. and upwards	5	0

For

	s.	d.
For every such Cask, &c. under 2 cwt. . .	2	6
For every article of Merchandise brought loose (except Wood) not otherwise specified or described in this Table—for every 1 cwt. . . .	1	0
For any article of Merchandise brought loose, not herein before specified or described, whether subject to any duty of Customs or not, and which shall be landed within the Dock Premises, *a Rate or Duty not exceeding the Rate or Charge heretofore usually paid in the Port of London, for lighterage, landing, lading, and housing, any such article.*—		

All which Rates or Duties shall be accepted and taken for and in respect of the use and conveniency of the said Docks, and the Quays, Wharfs, Cranes, and other Machines, which shall belong thereto, and *the Land-waiters' Fees*, on account of such Goods after being unshipped; and all charges and expences of *Wharfage*, *Landing*, *Housing*, and *Weighing* such Goods, and of such *Cooperage*, as the same may respectively want after being unshipped, and all rent for *Warehouse Room* for such Goods, for the space of twelve weeks in the Company's Warehouses; and all *charges* of delivering the same from the Warehouses. And the said Rate of 6*s.* 8*d.* per Ton, and also the other Rates, are vested in the West-India Dock Company. § 137.

The Tonnage Duty of 6*s.* 8*d.* is to be paid at the entry inwards or clearance outwards of each Vessel to the Collector appointed by the Company; or where

where there is no entry or clearance, then to be paid before leaving the Docks; so as no Ship shall be subject to this Rate more than once in every Voyage, both out and home inclusive. And this Rate is to be collected only in proportion to the actual *Tonnage of the Cargo*, in cases where Ships or Vessels are not fully laden, or where only that part of the Cargo is landed which is of the growth of the West-Indies. § 137.

The Rates and Duties on such Goods and Merchandise, imported from the West-Indies, as shall be subject to the payment of any duty to his Majesty, shall be paid when the post-entry of such Goods is made at the Custom-house, to the Company's Collector, appointed for that purpose. And the Rates and Duties on such Goods and Merchandise, as shall not be subject to the payment of any Duty to his Majesty, shall be paid before the same are taken away from the Dock Premises. § 137.

All Lighters and Craft entering the Docks, Basons, or Cuts, in order to convey, deliver, discharge, or receive Ballast or Goods, to or from on board of any Ship or Vessel, are exempted from the said Rate of 6*s.* 8*d.* § 138.

The Company's Collector may distrain any Ship or Vessel, in case of refusing or neglecting to pay the Rates; and Persons eluding such Payment shall continue chargeable. § 139, 140.

The Tonnage Rates shall be ascertained by the Vessel's register to which the Company's Collectors shall

shall have access at the Custom-house; and the Master of each Vessel is also obliged to produce his Certificate of Register to the Collectors; and in case of any dispute respecting the same, or respecting the Tonnage of any Ship or Vessel, not required to be registered, or of any Foreign Ship or Vessel, then the Tonnage shall be ascertained by Admeasurement, according to the directions of the Statute, 26 Geo. III. cap. 60. And Powers are given to the Collectors of the Company, (as well as of his Majesty and the City) to enter into the Ships, and actually to measure the Tonnage thereof. § 141—143.

From the System thus shortly detailed it appears, that very important Privileges are conferred on the *West-India Dock Comprny*, and that the Functions, with respect to Ships and Vessels in the West-India Trade, which are to be executed by the Directors, are of a nature very material to the Commercial Interest: since they are to take upon themselves the responsibility of the whole labour, which is at present performed by *Lumpers, Coopers, Lightermen, Wharfingers, Tackle-house Porters, Ticket-Porters, Warehousemen, Gangsmen, and Labourers.*

Supposing the Aggregate Tonnage on a medium, to be equal to the year ending the 5th of January 1798, they will receive at 6s. 8d. per Ton annually on 101,484 Tons, for Discharging, and in lieu of Lighterage . . . (Carried over)	£.	33,828	0 0

Brought

	£.	s.	d.
Brought over . .	33,828	0	0
Taking the article of Sugar, (as being the largest,) for the purpose of ascertaining the Aggregate Sum to be received, (for the conveniency of the Docks, Wharfs, and Cranes; and in lieu of *Land-Waiters' Fees*, *Wharfage*, *Landing*, *Cooperage*, and *Warehousing* such Goods, — *Warehouse Rent* for twelve weeks, and the charge of *Delivery*,) the whole amount on 101,484 Tons, at 8d. per Cwt. or 13s. 4d. per Ton, is	67,656	0	0
Total . .	101,484	0	0

For the purposes of discovering the advantages or disadvantages of this System, it will be necessary to consider the following Estimate of the present expence of discharging West-India Vessels in the Pool, opposed to the above charges in the premises of the West-India Dock Company.

	£.	s.	d.
346 Ships, average Lumping Dues, including extra Work, and Watching, and Cooperage,—(45 *l.*)	15,570	0	0
Boat attending 30 days, at 4s. a day,—(6 *l.*) .	2,076	0	0
Chain hire, 10s. a week,—(2 *l.*)	692	0	0
Demurrage of the Ship, supposing her on Charter, or that the Owner is deprived of the use of her, 15 days longer in the Pool than in the Dock, at 8s. a Ton per month, for one-half of a month on 290 Tons, average 4s.—(58 *l.*)	20,068	0	0
Carried over . .	38,406	0	0

Brought

Brought over . .	£.	38,406	0 0
To which add Lighterage of 101,484 Tons to the Quays, at 4s. per Ton, average . .		20,297	0 0
		58,703	0 0
Deduct Dock Tonnage, (See p. 380.) . .		33,828	0 0
Balance, on this head, in favour of the Ship-Owner and Merchant; in using the Docks	£.	24,875	0 0
Present expence of Landing and Wharfage, Labourers and Gangsmen, on 346 Ships, bringing 101,484 Tons of Sugar, Rum, and other West-India Produce; at 14s. .	£.	71,039	0 0
Land-Waiters' Fees; at 2s. 3d.		11,473	0 0
Cooperage; at 3s.		15,297	0 0
Warehouse Rent for 12 weeks; at 8s. . .		40,594	0 0
Charge of Delivery; at 3s.		15,297	0 0
	£.	153,700	0 0
Deduct the amount to be charged by the West-India Dock Company, (See p. 381.) . .		67,656	0 0
		86,044	0 0
Add the above-stated Balance in favour of the Proprietors, in discharging the Cargoes . .		24,875	0 0
Aggregate Balance in favour of the Dock-System	£.	110,919	0 0

Thus it appears, that if these calculations are nearly accurate, (for accuracy to a point is impossible,) very considerable advantages will arise to the

the West-India Commerce from the Dock System, in which the Ship-Owners will participate: while, at the same time, more dispatch will be afforded, which, in all matters relating to Shipping and Navigation, is of the greatest importance. And it may possibly happen that the first Fleets that arrive, may be enabled to make *two* Voyages instead of one in the course of a year. This circumstance alone, at a time when the British Shipping is found, as at present, to be so inadequate to the great and increasing extent of the National Commerce, is not only highly interesting to the Ship-Owner and the Merchant, but also to the State; by furnishing the means of œconomizing in the conveyance of Commercial Commodities.—Upon the immense Scale of the Trade of the Metropolis, (equal to about three-fifth parts of the whole Empire,) the advantages derived from double Voyages in the same Ships are incalculable; not merely from the convenience which will arise to Trade, but from the reduced expence attached to the Carrying System, when considered in competition with Foreign Nations.

The enormous expence of Ships forms another ground whereby to judge of the advantages; for while a less Capital is necessary, and more constant employment given to Seamen, equal or superior profits are acquired; although the Freights may be reduced, when each Ship performs a double instead of a single Voyage.

The improvements in the Art of Navigating Ships, and

and the superior stile of fitting, are favourable to this species of dispatch, to which Port-accommodations contribute in so eminent a degree.

The Directors of the *West-India Dock Company* will, under every circumstance, form an important part of the executive Police of the River Thames, and the Port of London.—Like the other two great Bodies, the Corporation of London and the Trinity-House, they have the power of making Bye-Laws to be enforced by penalties: and it cannot escape notice, that the number of minor offences, which have been, and will be created and defined, in consequence of the *Wet-Dock Act*, will require a vigilant Police to give force and efficacy to the general Design; and to prevent the Law, from becoming, as in many other cases, *a dead letter*:—This indeed, is the source from which have originated the multiplied abuses which have heretofore embarrassed and afflicted the Trade of the Port; and which will ever continue to be felt as a pressure, while it is not the province of any particular class of men to carry the Laws into execution, and to be in some degree responsible for the effect which the interests of Society, and good Government, require to be given to all the Regulations and measures of the Legislature, for the prevention of Crimes and Misdemeanors, and the well-ordering of whatever has a tendency to add to the security, comfort, and happiness of the Community.

CHAP.

CHAP. XIV.

The Powers and Functions of His Majesty's Commissions of Customs and Excise, as they apply to the Police of the River Thames, and the Port of London.—The perplexed State of the Laws of the Customs.—General Summary of the Statute Law on this subject; as it relates—1st. to Merchants, Masters of Ships, &c.—2d. to Revenue Officers.

THE Establishment of the Board of CUSTOMS is employed, not for purposes of Revenue alone, but also for carrying into effect the Laws of Navigation and Trade; upon which the security of the Empire, and the protection and encouragement of its Commerce and Manufactures, essentially depend.(*i*)

The Commissioners therefore, under the authority of various Acts of Parliament, and also under the directions of the Treasury, exercise very extensive and important Powers and Functions in the general System, which comprises the Police of the Port of London.

They superintend the execution of the Laws as they relate to Regulations, respecting the lading and discharging of all Ships and Vessels frequenting the Port, which particularly apply to the mode of securing, and ascertaining the amount of his Ma-

(*i*) See the Fourth Report of the Finance Committee of the House of Commons—printed July 1797.

jesty's Revenue of Customs,—the payment of Drawbacks and Bounties on Goods exported,—the granting Licenses, and taking Bonds and Securities from parties concerned in the Importation and Exportation of Goods. They authorise and appoint sufficient Wharfs, where Goods may be landed when the business cannot be carried on at the Legal Quays. They empower inferior Officers to enter on board of Ships and Vessels, arriving and discharging, as well as those that are lading outwards,—and to remain so long as they deem necessary for the protection of the Revenue. They appoint, Preferable, Extra, and Glut, Officers, for this particular duty. (*k*) They instruct and control the whole of the numerous Officers, of all classes, belonging to the different departments of the Revenue of the Customs. They exercise their discretion in mitigating the severity of the Law (subject to the control of the Treasury) in all cases where, from inadvertency or unavoidable causes, an innocent Trader may be aggrieved, and where no injury to the Revenue was contemplated.

They order prosecutions of Illicit Traders and others charged with Frauds upon the Revenue. They direct the sale of Seizures, and manage the financial part of the System, with respect to Salaries and Expences, according to Rules which have been established under the authority of Parliament, and the Lords of the Treasury. In fine, they superintend all

(*k*) The established Tide-Officers, and all superior situations, are appointed by the Treasury.

matters

matters and things whatever, which relate to Vessels in the service of the Customs, or to the control, regulation, or reward of their Officers, in every part of England and the Colonies.

The COMMISSIONERS OF THE EXCISE have a concurrent Jurisdiction with the Customs, with respect to the security of those branches of Revenue which it is their province to collect on articles imported; but they exercise no general superintendance.

They appoint and authorise their Officers to board and to watch Ships and Vessels, where exciseable Goods compose a part of the Cargo, and they also employ Revenue Cutters for the detection and prevention of Illicit Trade.

The FINANCE COMMITTEE OF THE House of Commons, (to whose labours the Public are already so much indebted, and whose Reports, on a vast variety of Subjects, afford ample hints and materials for the most important legislative Regulations, in matters of the highest consequence to the improvement of Trade and Police in this Kingdom,) state that the Laws respecting the Customs, are "voluminous in their bulk, and intricate in their details," filling, at present, *six large volumes in folio*, unprovided with any printed Index. They also declare, that they feel themselves warranted in stating, *most decidedly*, that a consolidation and simplification of the Laws of the Customs would greatly contribute to secure and increase the collection of the Revenue: that by such a simplification "the *Re-*

venue-Officer would be enabled to execute his duty with more promptitude and safety; the *Merchant* would better know how to transact his Commercial concerns with the Revenue, and the *Foreign Trader* would have the means of avoiding those errors which at present so frequently expose his Property to seizure for the omission of Forms, which it is *almost impossible* that he should know to be necessary."(*l*)

It appears indeed, that the attention of the Executive Government, and of the Officers of the Customs, has been directed in some degree to this important object; and its execution, however difficult, has not been thought impracticable; probably however, (the Committee conclude) the final completion of the Work must be delayed until Peace.

After the foregoing candid avowal by a Committee, the leading Members of which may truly be said to have been indefatigable in their exertions for the public good, it cannot be reasonably expected from the Author of this Work, that he should enter into any thing more than a general Statement of the Powers and Functions exercised by the Commissioners of Customs and Excise, and their Officers; under the multiplicity of Statutes, by which those Powers and Functions are created and regulated; giving also an abridged account of the Duties imposed by these Statutes, on Masters of Ships, Merchants, Consignees, &c. in the course of the Importation and Exportation of their Goods.

(*l*) See the Fourth Report of the Committee, p. 25, 26.

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The following Summary of the most interesting Laws on this Subject will, however, he trusts, serve as some direction to Merchants in this most dangerous part of their voyage; and as a clue to that labyrinth of perplexities, the mazes of which, it is to be hoped, the Legislature will ere long find leisure to put an end to, by pursuing the suggestions of the Finance Committee on this subject.

The Statutes are ranged under the two following heads:

I. The duty of Merchants, Masters of Ships, Wharfingers, Consignees, &c. on the Importation and Exportation of Goods.

II. The Privileges, Duties and Indemnities of Revenue Officers, not specified in the foregoing division.

I. By the Statute 1 Eliz. cap. 11, Owners and Masters of Vessels, are prohibited from Lading or Unlading Ships, except in day-light, and at the Legal Quays and places appointed, (in London and elsewhere,) and without due notice to the Customer and Custom-house Officers.

By 13 and 14 Car. II. cap. 11, no Ship arriving from beyond Sea, shall be above three days coming from Gravesend to her place of Discharge in the Thames, without touching at any Wharf, Quay, or place adjoining to either Shore between Gravesend

and Chester's Quay; unless hindered by contrary winds, or other just impediment, to be allowed by the principal Officers of the Customs.—§ 2.

By Statute 19 Geo. III. cap. 48, § 3, if any Vessel coming from Foreign parts, within the limits of the Port of *London*, shall be removed out of the Stream, except to the Lawful Quays, before all the Goods are discharged out of such Vessel; or if any Vessel, outward-bound from London to Foreign parts, having any Goods on board thereon, shall, during the continuance in the Port, be removed out of the Stream, except to the Lawful Quays, unless upon any accident or emergent occasion, immediately to be made known to the Commissioners, or Officers of Customs, and their consent for those purposes obtained; the Master, Purser, or Person taking charge of such Vessel, shall forfeit 100 *l.* for each offence; one moiety to his Majesty, and the other moiety to such Officer of Customs as shall sue for the same, in any Court of Record at Westminster.

By § 5 of the Act, 13 and 14 Car. II. cap. 11; in case after the clearing of any Ship, and discharging the Watchmen or Tidesmen, there shall be found on board such Ship any Goods concealed, and for which the Duties upon Importation have not been paid; the Master, or other person, taking charge of such Ship, shall forfeit 100 *l.*—And it shall be lawful for any person, authorised by Writ of Assistance, under Seal of the Exchequer, to take a Constable, or other Public Officer inhabiting near

near the place, and in the day time, to enter into any house or other place, and in case of resistance, to break open Doors, Chests, and other Packages; to seize any Goods prohibited and uncustomed, and to secure the same in his Majesty's Storehouse in the next Port.

By 9 Geo. II. cap. 35, § 27, all Goods found concealed on board any Ship after the Master shall have made his report at the Custom-house, and not mentioned in the said Report, shall be forfeited, and may be seized and prosecuted by any Officer of the Customs, and the Master of such Ship, (in case he was privy to such concealment,) shall forfeit treble the value of the Goods.

By 5 Geo. III. cap. 43, § 1, all Goods, Wares, and Merchandise whatsoever, which shall be found concealed in any Chest, Trunk, Bale, Cask, or other Package, or amongst any of the Goods, Wares, or Merchandise contained therein, at any time after the same shall have been sent to his Majesty's Storehouse, by any Officer of Customs, (in pursuance of Statute 13 & 14 *Car.* II. cap. 11 :)—and which shall not have been, within twenty days after the first entry of the Ship in which they were imported, duly entered, and the Customs, and other Duties for them, paid or secured; or which shall be found concealed in any Chest, &c. or inclosed in any of the Goods therein contained, which shall be brought on Shore by special Sufferance, or order from the Commissioners or principal Officers of Customs, at the

the application of the Proprietor, and shall not be particularly specified in such application, the same shall be forfeited, and may be seized and prosecuted by any Officer of the Customs.

By 21 Geo. III. cap. 39, if the Master of any Vessel shall conceal, or suffer to be concealed, by his Mate or Seamen, or any of them, in any part of such Vessel, or in any Chest, any Foreign Spirituous Liquors, over two gallons for each Seaman on board, or any Tea above Six Pounds, or any Coffee above Nineteen Pounds; or if the Master shall clandestinely Import, or suffer to be clandestinely Imported, any such Foreign Spirituous Liquors, *or any other uncustomed Goods* whatsoever, whereby the Owners become liable to any penalties, or whereby such Vessel is liable to be forfeited, the Master shall not only forfeit to the Owners all Wages then due, but also treble the value of such Foreign Spirituous Liquors, Tea, Coffee, or any other uncustomed Goods whatsoever, over the penalties to which the Master shall be subject by any Laws now in force; which penalties of treble the value, shall be recovered of the Master by, and go to, the Owners.—§ 1.

By § 2 of the said Act, if the Mates or Seamen, shall clandestinely conceal or import any Foreign Spirituous Liquors, (over two gallons for each Seaman on board,) or any Tea above Six Pounds, or any Coffee above Nineteen Pounds, then such Mates or Seamen, shall forfeit to the Owners all Wages

Wages then due, and also Ten Shillings each for every gallon of Spirituous Liquors, and Ten Shillings for every Pound of Tea, and also Ten Shillings for every Pound of Coffee.—And by § 3, if such Mates or Seamen, shall commit such offences in time of War, it shall be lawful for the Owners to send such Mates or Seamen, on board some of his Majesty's Ships of War; there to serve for three years, except such as are old, disabled, or unfit for such service.

This Act is to be printed, and put up in some conspicuous part of every *British* Vessel, trading to or from this Kingdom; and whenever the printed Copies shall be damaged, the Master shall cause the same to be immediately replaced, under the penalty of One Shilling a-day during such omission; to be paid to the Owners, and levied by Warrant, under the hands and Seals of one or more Justices.

By § 7 of the Statute 13 & 14 Charles II. c. 11, it is enacted, that if any Keeper of any Wharf, Crane or Quay, or their Servants, shall knowingly, suffer to be taken up or Landed, or shall ship-off, or suffer to be water-borne from their Wharfs, &c. any Goods prohibited, or whereof any Duties are payable, without the presence of the Officers of the Customs, or at times not appointed by Law; or Goods passing by Certificates, Waste-cocquet, or otherwise, without notice given to his Majesty's Officers; every such Wharfinger shall forfeit 100 *l.*— And if any Goods shall be taken in from the Shore into

into a Boat, to be carried a-board any Ship outward-bound, or laden out of any Ship arriving from Foreign parts, without a Warrant and presence of an Officer of the Customs; such Boat shall be forfeited, and the Master, or any Mariner of any Ship inward-bound, consenting thereunto, shall forfeit the value of the Goods; and in case any person shall assist in the shipping-off, or carrying away such Goods, such person being apprehended by Warrant of any Justice of Peace, and the same being proved by the oath of two Witnesses, the said Offender for such first offence, shall, by such Justice, be committed to the next Gaol, till he find surety of the good behaviour, or until he be discharged by the Lord Treasurer, Chancellor, Under Treasurer, or Barons of the Exchequer; and in case he shall afterwards offend in the like kind, he shall by any Justice of Peace be committed to the next Gaol for two months, or until he pay unto the Sheriff 5*l.* for the use of his Majesty.

By the said Statute 13 and 14 C. II. c. 11, as explained by 32 Geo. III. c. 50, if any Goods [prohibited to be exported; or liable to any duty or return of premium or bounty; or to any allowance for waste on Exportation; or being carried coastwise; or warehoused on Importation, and afterwards carried coastwise for the purpose of Exportation; or liable to Customs on Importation or Exportation;] shall be shipped to be carried to Sea from any one Port, to be landed at any other place of this Realm, without a sufferance from the Cus-

toms, all such Merchandize shall be forfeited. The Master of every Vessel that shall take in such Goods in any Port, to be landed in some other Port of *England*, shall, before the Ship be carried out of Port, take out a Cocquet, and become bound to the King with security, in the value of the Goods, for delivery thereof, in some Port within England; and (dangers of the Seas excepted,) to return a Certificate within six months, that such Goods were there landed accordingly.

By Statute 32 Geo. III. c. 50, § 5, if any Goods brought into any Port, within this Kingdom, from any other Port within the same, by coast-cocquet, transire, let-pass, or certificate, shall be unshipped to be landed, before such Cocquet, &c. be delivered to the Customer or Collector and Comptroller of the place of arrival, and sufferance given from such Customer, &c. the Master or Mariner taking charge of such Ship consenting thereto, shall forfeit the value of the Goods; and if any Goods of Foreign Product, coming coastwise, shall be landed without the presence of an Officer of the Customs, such Goods, or the value, shall be forfeited.

All Goods saved out of any Ship forced on Shore, or stranded, not being wrecked Goods, (or *flotsam*, *jetsam*, or *lagan*,) shall, after salvage and other charges paid, be liable to the like customs, drawbacks and allowances, as such Goods would be liable to in case they were regularly Imported.—5 Geo. I. cap. 11, § 13.

By

By Statute 27 Geo. III. cap. 13, § 12, all Goods, &c. *imported* into *Great Britain*, with an intent to be landed, (except Diamonds, Jewels, Pearls, Precious-stones, and Bullion, and fresh Fish, *British* taken, and imported in *British* built Ships, owned, navigated, and registered according to Law; and also, except Turbots and Lobsters, however taken or imported;) whether such Goods, &c. are liable to Duty or not, shall be regularly entered at the Custom-house, and landed in the presence of the proper Officer, who shall examine the same, and shall not deliver them out of his possession, until he shall have taken a particular account of the quantity and species of such Goods.—And by Statute 36 Geo. III. cap. 82, if any such Goods shall be unshipped or landed without the presence of the proper Officer of the Customs, either on *Sundays*, *Holidays*, or any other days, all such Goods shall be forfeited, and may be seized by any Custom-house Officer.

By 12 Geo. I. cap. 28, § 18, if any Goods on which Duties are payable, or which are prohibited to be *exported*, shall be shipped for Ports beyond Sea without a Warrant, or without the presence of an Officer of the Customs appointed for that purpose, all such Goods, or the value thereof, shall be forfeited; one moiety to the Crown, the other to him that shall seize or sue for the same.

By 8 Geo. I. cap. 15. § 9, any person may export out of any Port of this Kingdom, in which there

is a Customer or Collector, all such Goods of the produce or manufacture of *Great Britain*, as may be lawfully exported without paying any duty (*other than the Goods excepted in the Table of Rates outward*) so as an entry be first made in the Custom-house, expressing the quantities and qualities of the Goods, and so as the same be shipped by the proper Officer; on failure whereof the Goods to be liable to Duty.

By 24 Geo. III. Stat. 2, cap. 47, § 26, the Master of every Vessel, arriving at any Port, or going outwards from any Port in this Kingdom, *in ballast*, shall, if called upon by the Collector or Comptroller, or other Officer of the Customs, make a true Report of such Vessel, both inwards and outwards, and answer, upon oath, to such questions relative to the Voyage and Navigation of such Vessel as shall be put to him by the Officer of Customs, at the Port where he shall arrive, or from whence he shall depart; under the Penalty of forfeiting 100*l.* which oath the Collector, or Officer of Customs, is to administer. Provided that no Master of any Vessel in ballast, making Report as above, shall, in respect thereof, be liable to the Payment of any additional Fees.

By Stat. 27 Geo. III. cap. 13, § 17, 18, 19, the value of Goods, paying a Duty, *ad valorem*, shall be ascertained by the written Declaration of the Importer [or Exporter] or Proprietor, or his Agent or Factor; which Declaration shall be written on the Warrant of the entry of such Goods, and shall be subscribed

scribed with the hand of the Importer [or Exporter] or Proprietor, or his Agent or Factor, in the presence of two of the principal Officers of Customs at the Port, of which the Collector shall be one, who shall certify the same under their hands; and such Declaration, so made and signed, shall be of the same force, and the Importer [or Exporter] or Proprietor of such Goods shall be in every respect bound by such Declaration, as fully as if the value had been ascertained by oath or affirmation; and if, upon view and examination of such Goods, by the Officer of Customs, it shall appear to him, that such Goods are not valued according to the true price thereof, then the Officer of Customs may detain such Goods, and cause the same to be conveyed into his Majesty's Warehouse, or otherwise secured, and take such Goods for the use of the Crown; and the Commissioners of Customs, or four of them, are to direct the Receiver General of Customs, to pay, out of any money in his hands arising from the Customs, to the Importer [or Exporter] or Proprietor, the value thereof so ascertained, together with ten pounds *per centum* thereon, and also the Duties paid on such Goods, but without any further allowance, either on account of Freight, or any other Charge whatever; which payment shall be made within fifteen days after the Goods shall have been taken, in case the value of the same shall exceed 20*l.* and without delay, if the value of the Goods shall not exceed 20*l.*

In

In order "to secure the payment of Duties on Goods allowed to be imported, and to prevent the clandestine and fraudulent Importation and Exportation of prohibited Goods, and the relanding of Goods shipped for Exportation, entitled either to bounty or drawback;" it is enacted, by Statute 26 Geo. III. cap. 40. (usually called *The Manifest Act*) that no Goods shall be imported in Vessels belonging to British Subjects, unless the Master has on board a *Manifest* signed by himself, containing the names of all the Ports, at which any of the Goods on board have been laden, the Name, Built, and Tonnage of the Ship, the Master's Name, and the Port to which the Ship belongs; with a true account of all the Cargo, whether packed or stowed loose, and the exact number and marks of every Package, Trunk, Cask, &c. in which the Cargo is contained. § 1.

Like Provisions are made as to Ships laden with Wine. § 2.

Before clearing out from any Foreign Port, the Master must deliver his Manifest to the Collector or chief Officer of the Customs, or the principal Magistrate, or some person deputed for the purpose at such Foreign Port: Such Collector, &c. is to indorse his name on the Manifest, with the date when it was produced to him, and return it so indorsed to the Master; and having made a duplicate of the Manifest, he is to transmit that to the Collector of the Customs,

Customs, at the Port to which the Goods are consigned. § 3.

If any Goods or Wine are imported without such Manifest, or are not mentioned in it, the Master, &c. shall forfeit double the value of the Goods, besides the duty. § 5.

Every Master, &c. must produce such Manifest to the first Custom-house Officer, who shall come on board his Ship, on his arrival within four Leagues of the Coast, and give a copy to the Officer, who shall certify the production on the back of the original Manifest, and transmit his copy to the Collector at the Port, to which the Goods are consigned. The Master shall also in like manner produce the Manifest, and give a copy thereof to the first Officer who shall come on board within the limits of the Port, who shall certify and act in the same manner as the former Officer:—If all the Goods are not delivered at one Port, the Collector may certify on the original Manifest what have been delivered there, and return the Manifest to the Master; and the Manifest is to be delivered up by the Master to the Collector at the last Port of Discharge. § 6.

A Penalty of 100*l.* is imposed on the Master or Officer neglecting their duty. § 7.

Bulk must not be broken, nor any part of the Cargo be unladen or unshipped till the Vessel comes to her proper place of discharge in the Port, and is authorised to unlade by the proper Officer of the Customs

Customs at the Port, on Penalty of 200*l.* on the Master *and* the Mate, except in case of inevitable necessity; of which notice must be given to the Custom-house. § 8.

The first Custom-house Officer who goes on board, is to mark and seal all such Packages, &c. of Goods as are not stowed in the main hold (or the chains or other part of the outside of the Ship); and such Goods can be landed only by special leave from the Commissioners, and opened by an order from the proper landing Waiters, and in presence of a superior Officer of the Customs. § 9.

Altering such Marks or Seals subjects the Captain *and* Mate to Penalties of 200*l.* § 10.

Within twenty-four hours after the Ship's arrival at her Moorings, the Master must make oath before the Collector, &c. of the Ship's built and burthen, and the contents of her lading, and deliver the Manifest to the Collector, on Penalty of 200*l.* § 11.

Every Importer or Consignee of Goods must within twenty days after the Master's Report, enter his Goods at the Custom-house, and pay the Duties; or on failure, the Custom-house Officers may convey the same to the King's Warehouses, for securing the Duties; and if they are not paid within three months, the Goods are to be sold by the Officers: (Except in cases of Goods allowed to be entered and warehoused on Bond.) § 14.

No Custom-house Officer is to permit any Vessel to clear out until the Master has given bond not to

reland any Goods fraudulently, and not to oppose the Officers, in the execution of their Duty. § 15.

Masters of outward-bound Ships are to deliver their cocquets to all Custom-house Officers on demand for their inspection, on Penalty of 100*l.* and if the Officer finds any Goods on board, not corresponding with the cocquets he may seize such Goods. § 17.

No Goods entitled to drawback are to be sent on board for Exportation, except by Revenue Officers or persons licensed by the Commissioners of the Customs, for the actual delivery of the Goods to the Officers on board. § 20, 21.

Masters of Vessels homeward or outward-bound are under Penalty of 100*l.* to bring to at the usual places, to receive Revenue Officers on board, for the purpose of examining the Cargo; and to relieve and land Officers. § 22.

Revenue Officers duly authorised to examine Ships and Cargoes, are to have access to every part of the Ship; and if the Keys of Chests, &c. are not delivered to them, or the places where the Goods are stowed are not opened, the Officers (if of a degree superior to Tidesmen or Watermen) may open them: Tidesmen and Watermen are in such cases to send for their superior Officers to examine the Goods. § 23.

II. We are next to consider the privileges, duties, and protections, imposed or conferred by the Legislature on *Revenue Officers*: Of these the most material to be generally known, may be classed under the following Heads:

1st. Such provisions of Statute Law as secure the purity of Revenue Officers.

2d. Such as direct specific duties to be performed by them in searching Ships, seizing Goods, &c. (See also the directions of the *Manifest Act*, in the pages immediately preceding.)

3d. Such as provide for the safety of their persons against assaults, and obstructions in the execution of their duty.

Under the first head the following Statutes deserve particular attention.

By Statute 13 and 14 Charles II. cap. 11. § 15, No Ship or Goods shall be seized as forfeited for unlawful Importation or Exportation, or for non-payment of Customs, but by the persons appointed to manage the Customs, or by Officers of Customs, or persons deputed by Warrant from the Lord Treasurer or Under Treasurer, or by Commission from his Majesty, under the Great or Privy Seal; and if any seizure shall be made by any other person for the causes aforesaid, such seizures shall be void.

By Statutes 13 and 14 Charles II. cap. 11; 4 William and Mary, cap. 5; 6 William and Mary, cap. 1; and 9 Ann. cap. 21, The Commissioners, Patent Officers, and all Clerks, Servants, &c. employed in the

Customs, shall take their oath for the true and faithful execution of their several Trusts and Employments; *and that they will take no reward or gratuity but their respective salaries*, and what shall be *allowed them by the Crown, or the regular Fees established by Law*, for any service to be done in the execution of their employments, and the Commissioners and principal Officers in the Port of *London*, and the principal Officers in the outports, or any two of them, are authorised to administer such oath, and to cause the same to be registered in the Custom-house.

By 6 and 7 William III. cap. 7. § 14, Any Officer of the Customs duly employed in the execution of his Office, on any extraordinary service not required by Law, is authorised to receive such recompence from the person desiring his attendance, as the Commissioners of the Customs in the Port of *London*, and the Collector, Customer, and Comptroller, in the Outports, or any two of them (by whom the sufferance is granted) shall determine.

By Statute 13 and 14 Charles II. cap. 11. § 19, If any of the King's Officers, or other persons deputed and employed about the Customs, shall take any bribe, or connive at any false entry, whereby the King shall be defrauded of his Customs, or Goods prohibited to be imported or exported be suffered to pass, the persons offending shall forfeit 100*l.* and be incapable of any Office under the King; and the person who shall give such bribe shall forfeit 50*l.*

By Stat. 9 Geo. II. cap. 35. § 24, If any person shall offer any bribe to any Officer of the Customs

toms or Excise, to do any act whereby his Majesty might be defrauded in his said Revenues, every person shall forfeit for such Offence, 50*l.*

By a more modern Statute, which appears to have been passed for the purpose of getting at the root of the evil, it is enacted, That if any Officer of the Navy, Customs, or Excise, shall make *any collusive seizure*, or shall deliver up, or shall make any agreement to deliver up, or not to seize any Vessel, or any Goods liable to forfeiture, by this or any other act, or shall *directly or indirectly* take any bribe or reward for the neglect or non-performance of his duty, such Officer shall forfeit *Five Hundred Pounds*, and be rendered incapable of serving his Majesty in any Office, civil or military; and if any person whatsoever shall give, offer, or promise to give, any bribe or reward to, or make any collusive agreement with, any Officer of the Navy, Customs, or Excise, to do, conceal, or connive at, any act whereby any of the provisions of any act relative to Customs or Excise, may be evaded or broken, such person shall (whether the offer be accepted or performed or not) forfeit *Five Hundred Pounds*.—24 Geo. III. Stat. 2. cap. 47. § 32.

If any Officer of the Customs shall embezzle any Goods lodged in any Warehouse in his custody, he shall forfeit double the value of the Goods embezzled to the party grieved with Costs. 8 Ann. cap. 13. § 27.

On this part of the subject it is proper to advert to the opinion of the *Finance Committee* (whose admirable

mirable suggestions have already been repeatedly alluded to) " that if fixed and net salaries could be given to each Officer, proportionate to his services, the general Arrangement of the Business of the Customs would be much improved; instead of leaving their compensation to depend upon their having additional places, or employments in other situations, or upon their casual receipt of Fees."

The Committee consider *the Abolition of Fees* as a measure, for many reasons, to be submitted to the consideration of Parliament. The independence [and consequent purity] of the Revenue Officers, the relief to the Trader, and the security of the Revenue are all (as has been already urged in the course of this Work) involved in this Question. The Merchants of London, and those resident at several of the Outports, when consulted in 1791, approved of this measure: and the opinion of the Commissioners of Accounts and the Commissioners of Customs, concur in the propriety of the Abolition. The main difficulty in the execution of the Plan is the providing a fund for compensation for the Fees abolished; the amount of which in 1788, (throughout England) was nearly 134,000*l.* of which the Fees of the Outdoor Officers were about 45,000*l.*

In the Port of London alone, the amount of Fees in 1784 and 1788, was 64,000*l.* and upwards; in 1794 about 67,000*l.* in 1795, 66,400*l.* and in 1796, nearly 79,800*l.*—Of these the Fees to the Outdoor Officers

Officers were in 1794, about 20,850*l.* in 1795, 21,635*l.* and in 1796, 25,391*l.*

The Committee appear particularly to recommend the Abolition of the Fees to *Outdoor* Officers; and for this purpose state, that an adequate provision might be conveniently and fairly obtained by a small Duty, on the principal articles of *Imports*, apportioning the duty according to the share, which the Trade of each Country contributes to the whole Trade of Great Britain.*

Of the Statutes giving specific directions as to Seizures, &c. by Revenue-Officers, the following seem to require special notice.

By the Stat. 6 Geo. I. c. 21. § 39. it is enacted, That if prohibited or customable Goods shall be found by any Officer of the Customs, in the custody of any persons being in a Hoy, Lighter, Barge, Boat or Wherry, on the water, or coming directly from the water-side, without the presence of an Officer; or if such Goods, upon the information of one credible person, be found in any House or Place, on a search made according to the directions of 13 and 14 Car. II. c. 11. (see Division I. *ante* page 390) such Officer may put the said Goods into the King's Warehouse, till the Claimers make proof to the satisfaction of the Commissioners of the Customs, that the Duties have been paid or secured for the customable Goods, or that the same had been bought in a lawful way, or that the Goods had been compounded for, or condemned in the Ex-

* See the Fourth Report of the Committee, pp. 24, 25.

chequer,

chequer, or been delivered by Writ of that Court, and that the prohibited Goods had been compounded for, condemned or delivered; in which case such Goods shall be delivered without charge.

By § 43 of the same Act, If any Officer of the Customs be desirous to seize and prosecute the Goods, notwithstanding any directions of the Commissioners for delivery of the Goods, such Officer may seize and prosecute the same; in which case the Officer so prosecuting, shall be liable to be sued by the Owner, for recovery of the same, or the value thereof with costs; or if the Commissioners shall not order the delivery of the Goods, the Owner may sue for the recovery thereof, with costs and damages in any Court of Record at Westminster.

By Stat. 12 Geo. I. c. 28. § 17, Any Searcher, or other proper Officer of the Customs, after the entry of Goods whereon there is a *drawback* or premium, or of *Goods prohibited* to be used here, or Pepper, may open and examine any Bail or Package; and if the Goods shall be found to be right entered, the Searcher shall, at his own charge, cause them to be repacked (which charge shall be allowed by the Commissioners, if they think it reasonable;) but if the Officer shall find such Goods to be less in quantity or value than is expressed in the Exporter's endorsement on his entry, or entered under a wrong denomination, whereby his Majesty would have been defrauded, all such Goods may be seized, and shall be forfeited, and the Owner shall lose the benefit of the

drawback

drawback for such Goods, and the value of the Goods.

By Statute 9 Geo. II. c. 35. § 29, It shall be lawful for any Officer of the Customs or Excise (producing his Warrant or Deputation, if required) to go on board any *Coasting Ship*, within the limits of the Ports, and to rummage such Ships for prohibited and uncustomed Goods, and to stay on board during the time the same shall continue within the limits of such Port; and if any person shall hinder any Officers of the Customs or Excise, in going or remaining on board such Coasting Ship, or in the searching thereof, such person shall forfeit 100l.

By Statute 24 Geo. III. Statute 2. c. 47. § 28, Where the Master of any Vessel shall report any Bales or Packages of any Goods, *contents unknown*, for Exportation, any Custom-House Officer is authorised to open such Bales and Packages, on board such Vessels so reported, and examine the contents thereof, or to bring them on shore to his Majesty's Warehouse, at the Custom-House, for the Port where such report is made, if necessary, and such Officer shall be indemnified, and not liable to any action for so doing: and in case it shall appear on such examination, that such Bales or Packages shall contain any Goods prohibited to be imported, or liable to forfeiture upon being imported into this Kingdom, by any Law then in force, all such Goods, and the Package thereof, shall be forfeited; and in case such Goods shall not be prohibited, such Goods shall

shall be chargeable with the Duties due thereon, and shall not be permitted to be exported or delivered for that purpose before the Duties are paid, without the leave of the Commissioners of Customs, or three of them; and all Goods found on board any Vessel, of which no report hath been made by the Master, shall be forfeited.

Several Statutes have been passed for the security of the persons of the Revenue Officers, in the execution of the important and unpleasant duty which they are called upon to perform:

By Statute 9 Geo. II. c. 35. § 28, If any Officer of the Customs or Excise, *being on board any Vessel* within the limits of any Port, be forcibly hindered or beaten in the execution of his office, every person so forcibly hindering or beating the said Officers, and all such as shall act in their assistance, shall, by order of the Court, before whom such Offenders shall be convicted, be transported for such term as such Court shall think fit, not exceeding seven years; and if such Offenders shall return into *Great Britain* or *Ireland*, before the expiration of the term, they shall suffer as Felons, without benefit of clergy.

By 19 Geo. II. c. 34. § 1, continued by various Acts, If any person shall maim, or dangerously wound any Officer of the Revenue, in his *attempting to go on board any Vessel* within the limits of any Port, or shoot at, maim, or dangerously wound him when on board, and in the execution of his office, every person

son so offending being convicted, shall be adjudged guilty of felony, and shall suffer death.

By § 11 of the Statute 24 Geo. III. Statute 2. c. 47, If any person upon the shore, or on board any Ship, Vessel or Boat, shall maliciously *shoot at any Ship, Vessel, or Boat*, belonging to the Navy, or in the service of the Customs or Excise, within the limits of any Port of *Great Britain*, [or within four leagues from any part of the Coast thereof;] or if any person being on shore, or on board any Ship, shall maliciously shoot at, maim, or dangerously wound any Officer of the Navy, or of the Customs or Excise, *whether attempting to go on board, or being on board, or returning from on board any Ship, &c.* or otherwise acting in the execution of his duty on shore, or within the limits of any Port of *Great Britain*, [or within four leagues of any part of the Coast thereof;] or shall maliciously shoot at, maim, or wound any person aiding such Officer, every person so offending, and every person aiding therein shall be guilty of Felony without benefit of clergy.

By 19 Geo. III. cap. 48. § 10, &c., If any person whatsoever shall assault, resist, oppose, molest, obstruct, or hinder, any Officer of Customs or Excise in seizing or securing any *Coffee, Tea, Cocoa-Nuts, Chocolate, Foreign Brandy, or other Foreign Spirituous Liquors, or any other Goods whatsoever*, liable to be seized, or shall by force or violence rescue, or cause to be rescued, any of the said Goods, after they are seized, or shall attempt to do so; or, after such seizure,

seizure, shall cut, stave, break, or otherwise destroy or damage any Casks, Vessels, Boxes, or Package, wherein the same shall be contained; it shall be lawful for the Officers, and for all persons acting in their aid, to stop and detain the person so offending, and carry him before one Justice; and the Justice shall, if he see cause, commit the person brought before him to the next County Gaol, until the next general Quarter Sessions, by whom he may be committed to the House of Correction, for not more than three years, nor less than one; or be sent to serve in the Army or Navy.

By Statute 34 Geo. III. cap. 50. § 5, If any Officer or Officers of his Majesty's Navy, or in the service of the Customs or Excise, being on shore, or going on board, or being on board, or returning from on board any Ship, Boat or Vessel within the limits of any of the Ports of this Kingdom, or within four leagues from the Coasts thereof, [or within the limits prescribed against Vessels hovering on the Coasts] shall be hindered, opposed, obstructed or assaulted, in the execution of their office or duty, *by any person or persons whatsoever, either in the day time or night*; or if any person or persons *acting in the aid or assistance of such Officers* shall be so obstructed, or assaulted, every offender, and also *every person aiding and assisting* in such obstruction or assault, may be carried before a Justice of Peace, residing near the place where such offence shall be committed, and the Justice may commit such Offenders to

the next County Gaol, there to remain until the [next] Court of Oyer and Terminer, Great-session, or Gaol delivery, or until the Offender shall be delivered by due course of law; and, in case an indictment shall be found against such Offenders, or any of them, they shall plead thereto, without having time to traverse the same, as is usual in cases of Misdemeanors, and being duly convicted thereof, shall, by order of the Court, be sentenced to hard labour on the River Thames, or any other navigable River in *England*, for any term not exceeding three years, as under 19 Geo. III. c. 74. in cases of Grand Larceny; or the Court may order such Offender to be committed to the Common Gaol, or House of Correction, for any term not exceeding three years.

By § 35 of the Statute 9 Geo. II. c. 35, If any person passing with prohibited or uncustomed Goods, and armed with offensive weapons, shall hinder any Officer of the Customs or Excise, who, in the execution of his duty, shall offer to search or seize any prohibited or uncustomed Goods from any person passing with such Goods, and armed as aforesaid, by beating the Officers or other persons acting in their assistance;—it shall be lawful for all Officers of his Majesty's Customs or Excise, and all persons by them called to their assistance, who are so resisted, *to oppose force to force*, and by the same methods that are violently used against them, and by which their lives are endangered, to defend themselves and execute the duty of their office: and if any person so resisting

resisting the Officers shall be wounded or killed, and the Officers and their Assistants shall be prosecuted, such Officers and persons acting in their assistance may plead the general issue; and all Justices of Peace, before whom such Officers and other persons acting in their assistance, may be brought, on account of such wounding or killing, are required to admit such persons to bail.

By § 6 of the Statute 16 Geo. II. cap. 34, If any Officer of the Revenue, or other person employed in seizing or securing any *Wool or other Goods* forfeited, (either as being prohibited or uncustomed, or for the duties not having been paid or secured, or forfeitable by any Law to prevent the Exportation of Wool or other Goods) or in endeavouring to apprehend any Offender, shall be beaten, wounded, maimed, or killed, or the Goods seized shall be rescued by persons armed as aforesaid, the inhabitants of every Hundred, where such facts are committed in *England*, shall make satisfaction for the damages, and shall pay 100*l.* to the Executors or Administrators of each person so killed. And such Officers and other persons, and their Executors and Administrators, may sue for and recover their damages (so as the sum to be recovered for any beating, wounding, or maiming exceed not 40*l.* nor for the loss of the Goods 200*l.*) against the inhabitants of the Hundred: and all the inhabitants of the said Hundred shall be proportionably assessed towards the payment of the damages and costs, and also of the expences in defending such

Action; which Assessment shall be made and levied as in cases of Robberies.

To prevent frivolous and vexatious Actions against Revenue Officers, by which they are peculiarly liable to be harassed, it is enacted, by § 25 of the Stat. 28 Geo. III. cap. 37; that no Writ shall be sued out against any Officer of Customs or Excise, or against any person acting by their order, in their aid, for any thing done in execution of their duty, until one month after notice in writing, shall have been delivered to them, or left at their abode, by the Attorney for the person who intends to sue out such Writ; in which notice shall be clearly contained, the cause of action, the name and abode of the person in whose name such Action is to be brought, and the name and abode of the Attorney; on which the Officer may tender amends, &c. as in the case of Actions against Justices of Peace.

Thus while the Author has had occasion, in the course of this Work, to deplore the injuries sustained by the Revenue and the Public, from the loose conduct of not a few of the inferior Officers of the Customs and Excise, he has felt it his duty, in this and the succeeding Chapter, to submit to the Reader, and particularly to the consideration of those engaged in Commercial and Nautical Pursuits, a Summary View of what is incumbent on the several Parties to perform:

perform :—The powers with which Revenue Officers are invested ; and the danger of resisting their lawful authority. In the foregoing detail of these *Duties* and *Powers*, the Functions of the Civil Magistrates, to whom Appeals are to be made wherever Grievances are suffered, is a strong proof, among many others, of the utility and necessity of a well-regulated *River Police*, not more for the purpose of restraining and preventing the Commission of Crimes, than for securing the rights of Innocence, and protecting upright Officers in the lawful discharge of their duty.

CHAP.

CHAP. XV.

Further Regulations of PENAL POLICE *on the River Thames, which may be enforced by the Lord Mayor and Aldermen of London, as Magistrates; and by other Justices of Peace, acting for the Cities and Counties adjoining the River. Respecting* WATERMEN *plying on the Thames; their Apprentices, Boats, &c. Gravesend Boats.—The catching and selling* FISH.—*The Importation and Sale of* COALS.—*Security against Accidents from* GUN-POWDER, FIRE, *&c. on the River.—Rules and Penalties under the* WET-DOCK ACT.—*The Acts respecting the Navigation of the Thames,* WESTWARD OF LONDON.

IN addition to the various Regulations already detailed in the preceding Chapters, there remain to be noticed certain subjects of considerable importance to the Police of the River Thames and the Port of London; and which depend on the positive enactments of a multiplicity of Statutes, giving jurisdiction over Offences, on or near the River, to Magistrates in the adjoining Counties of *Middlesex, Surry, Kent, and Essex.* These, therefore, it becomes useful and important to bring under the Review of the

Public, in as concise a manner as may be, consistent with explaining the grounds and reasons on which those Laws have originated, and the Evils which they were intended to remedy.

The Laws thus to be considered may be arranged under the following heads :—

I. The Acts relative to WATERMEN on the River Thames: Their Apprentices: Their Boats: And the Gravesend Boats.

II. The Acts for preventing Frauds and Monopolies injurious to the Public, in the Importation and Sale of FISH.

III. The Acts regulating the Importation and Sale of COALS; and the Conduct of Colliers on the River.

IV. Such Acts as inflict Penalties and Punishments on carelessness with respect to GUN-POWDER, FIRE, &c.

V. The Provisions of the WET-DOCK ACT not noticed in any of the former Chapters; as far as they relate to the improvement of the Navigation, and the security of the Docks and Works.

VI. The Acts respecting the Navigation of the Thames WESTWARD of London exclusively.

An account of such Maritime Regulations and Offences, as respect the River Thames and Port of London,

London, in common with the other Ports of England, and nautical affairs in general, shall be reserved for a subsequent Chapter; which will be found important, not only to Merchants, Ship-Owners, and Seafaring persons, but to all who take an interest in the Welfare of this Commercial Metropolis; and to whom a general and summary view of the Penal Statutes which have been made for the Security of their Persons and Property, must be useful for the purpose of guarding them against convictions for Offences, of which it is to be feared that few are sufficiently aware.

I. Respecting Watermen.

The following Preamble to the Statute 2 and 3 Phil. and Mary, cap. 16. will shew the state of the Watermen on the River Thames, previous to the interference of the Legislature on the subject.

"Whereas heretofore for lack of good Government and due Order amongst Wherrymen and Watermen exercising, using, and occupying Rowing upon the River of *Thames*, there have divers and many misfortunes and mischances happened and chanced of late years past, to a great number of the King and Queen's subjects, as well to the nobility as to other the common people, that have passed and repassed, and been carried by water, by reason of the rude, ignorant, and unskilful number of Water-

men, which for the most part been masterless men, and single men of all kinds of occupations and faculties, which do work at their own hands, and many boys being of small age, and of little skill, and being persons out of the rule and obedience of any honest Master and Governor, and do for the most part of their time use Dycing and Carding, and other unlawful Games, to the great and evil example of other such like, and against the Commonwealth of this Realm: And all which said evil and ignorant persons, in the time of Pressing by Commission, for the service of the King and Queen's most Royal Majesties, upon the Sea, for that they have no known place of abiding, do for the most part absent and convey themselves into the Country and other secret places, practising there Robberies and Felonies, and other evil and detestable facts, to the great annoyance of the Commonwealth: And so after the said Commission of Pressing ended, oft-times the said evil persons do repair again to their former trade of Rowing, colouring their evil deeds; and also divers of them being very ignorant, for lack of convenient time of learning and exercise, in the which they might obtain sufficient knowledge of their occupation, do often times presume and enterprize to receive divers of our said Sovereign Lord and Lady the King and Queen's Majesties loving subjects into their Boats and Wherries, and do carry and convey their said subjects from place to place by water, upon the said

River

River of Thames; whereby divers persons have been robbed, and spoiled of their Goods, and also drowned:

"And for and by the occasion aforesaid, be daily put in fear and peril of their lives, the which is very lamentable, and not to be permitted or suffered in any Commonwealth: And by reason also, that a great number, and the most part of the Wherries and Boats now occupied and used, and of late time made for rowing upon the said River, been made so little and small in proportion, and so strait and narrow in the bottom, varying much from the old substantial sort and sure making of Boats and Wherries, which was used before the space of Twenty Years last past, insomuch as the most part of Boats and Wherries used at this day, been so shallow and tickle, that thereby great peril and danger of drowning hath many times ensued, and daily is like to ensue, unless some speedy remedy be herein had and provided."

For the reformation of these Evils it is enacted, That there shall yearly be appointed by the Lord Mayor and Court of Aldermen, *eight* persons of the most wise, discreet, and best sort of Watermen, being Householders and employed as Watermen, to be *Overseers and Rulers of all the Wherrymen and Watermen* on the River *Thames*, between *Gravesend* and *Windsor*.

By § 6 of this Act, the Lord Mayor and Aldermen, and Justices of Peace in the Counties next adjoining

joining the River, within their respective Jurisdictions, are empowered, not only to hear and determine all Complaints, or Offences against the Act, when brought before them by the said Rulers; but also to correct and restrain the proceedings of the Rulers themselves, in cases where they have exceeded their Jurisdiction.

The next Statute of importance passed on this subject was the 11th and 12th William III. cap. 21. the preamble of which recites, that "Notwithstanding the Laws that had been theretofore made for good Order, Rule, and Government, amongst the Watermen and Wherrymen, using and rowing on the said River of *Thames*, it had oftentimes happened, that divers persons passing by water upon the said River, had been put in danger of their Lives and Goods, and many times had perished and been drowned, and this occasioned by the unskilfulness and want of experience in Wherrymen and Watermen, and persons out of the Rule of any Master or Governor; and that the Rulers and Overseers of the Company of Watermen, were not sufficiently empowered to make Rules, Orders, and Constitutions, for the Government of Watermen and Wherrymen, rowing on the said River, with Pains and Penalties to enforce due obedience to the same, and easy recovery of the said Penalties; And that the Lightermen, rowing on the said River of Thames, were grown very numerous, and were at that time without Rule and Government, by whose rudeness and unskilfulness

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in working of Lighters, and other large Craft, Ships and Vessels were hindered in the delivery of Coals, and were thereby frequently stopped in the proceed of their Voyages, and the Goods and Lives of divers of his Majesty's subjects were likewise frequently endangered and lost, and notorious Disorders were occasioned."

It is, therefore, enacted, That all Laws then in force respecting Watermen, shall be put in execution; and that every person being a Lighterman or Owner of any Lighter, between *Gravesend* and *Windsor*, shall be of the Watermen's Company; and the Wherrymen, Watermen, and Lightermen are declared to be one Company.

In addition to the Eight Rulers to be elected by the Court of Lord Mayor and Aldermen, under the 2d and 3d Phil. and Mary, *three* Rulers are also to be chosen out of twelve persons to be nominated to that Court by the Lightermen. The Elections are to be at the first Court of Aldermen after June 1st. annually; and the Eleven thus chosen are to be called the *Overseers and Rulers of all the Wherrymen, Watermen, and Lightermen*, on the Thames, between *Gravesend* and *Windsor*; who are to register the Lightermen: and to appoint Assistants, Auditors, &c. and to make Bye-laws for regulating the affairs of the Company, to be approved of by the Court of Aldermen, and confirmed by one of the two Chief Justices; with reasonable penalties to enforce the same. Powers are given to the Lord Mayor, Aldermen, and

Justices of Peace, within their respective Jurisdictions to hear and determine Offences against the Act, or the Bye-laws so allowed to be made, and to levy the penalties imposed, by Distress and Sale.

By the Stat. 4 Ann. cap. 13. which alludes to a former Act, 1 Jac. I. cap. 16. as to Watermen's *Apprentices*, and recites that certain Bye-laws made respecting them could not be altered without the consent of this Company, or by authority of Parliament, Power is given to the Court of Lord Mayor and Aldermen, to review and amend the said Bye-laws (and all others) of the Watermen's Company, subject to the approbation of the Chief Justice of the King's Bench.

The Regulations of the foregoing Laws were further enforced by the Statute, 2 Geo. II. cap. 26. the preamble to which recites, that "Several Laws and Statutes had been theretofore made for the better regulating and governing all persons free of the Watermen's Company, owning, rowing, or working Boats or other Craft upon the River *Thames*, between *Gravesend* in the County of *Kent*, and *Windsor* in the County of *Berks*; but that the said Laws had by experience been found, to be ineffectual to answer the good ends and purposes thereof, and that it was necessary further to provide against the mischiefs which happened by intrusting Apprentices too weak, unable, and unskilful in the work, with the care of Goods, and the Lives of Passengers on the said River."

By § 3 of this Act, reciting the deficiency of Power,

Power, in case no distress could be found to be made for the Penalties, authority is given to the Lord Mayor, Aldermen, and Justices of Peace, in their several Jurisdictions, to commit Offenders to the House of Correction, for any time not exceeding one month nor less than fourteen days: This Jurisdiction is also confirmed by the Act 10 George II. cap. 31. § 15.

The preamble of this Statute, 10 Geo. II. cap. 31. recites the Statutes, (2 and 3 Phil. and Mary, cap. 16; 1 Jac. I. cap. 16; 11 and 12 William III. cap. 21. and 4 Ann. cap. 13.) already alluded to; in consequence of the latter of which Watermen, Wherrymen, and Lightermen "were at liberty to take what number of Apprentices, and at what age they thought fit, though they had not sufficient Business to employ and maintain such Apprentices, nor any Habitation or Place of Abode to retain and keep them at, and though such Apprentices were too weak for the work or labour required in such occupation, whereby such Apprentices became idle and profligate, and many and great damages had frequently happened to Goods and Passengers, by the unskilfulness of such Apprentices; and the good intention of the said Act for breeding able and sufficient Seamen for the Royal Navy was eluded."

By § 12 of the same Statute, it is stated, "That many inconveniences and casualties had frequently happened, and often arose to the endangering of the Lives of his Majesty's Subjects, passing and repassing by

by water, to and from *London* and *Gravesend*, in Tilt-boats, and other Boats and Wherries, navigated for hire or gain, for want of a due regulation of the time of departure, of the said Tilt-boats, and other Boats and Wherries, at and from the said respective Ports and Places of *London* and *Gravesend*; and for want of navigating the said Boats respectively, with good and able hands."

By this Act, 10 Geo. II. cap. 31. therefore, various Regulations were introduced with respect to the taking Apprentices, and the number of Passengers in Wherries and the Gravesend Boats; which shall be duly noticed in the subsequent pages of this Chapter.

The last Statute on the subject of Watermen on the Thames, is that of 34 Geo. III. cap. 65. the Preamble to which recites, that by the said Statute 2 and 3 Phil. and Mary, cap. 16. (already noticed) it was enacted "That the Mayor and Court of Aldermen should, at their discretion, limit and assess, the Fares to be taken by persons authorised to row upon the River of *Thames*, betwixt *Gravesend* and *Windsor*; with the approbation of two members of the Privy Council; and that Watermen taking more than their Fare should forfeit for every Offence Forty Shillings, and also suffer imprisonment *by one half year*;" it also recites, that for many years, "the said punishment had been considered *much too severe for the Offence*, and there being no powers for mitigating the same, the Offenders *had generally escaped punishment* for their extortion."

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This Preamble also recites the provisions of the said Act, 11 and 12 William III. cap. 21. for appointing Rulers and making Bye-laws, and giving jurisdiction over offences, to the Lord Mayor and Aldermen and Justices, as has been already stated.

It then proceeds to recite, that "in pursuance of the said Act, 11 and 12 William III. cap. 21. certain Rules and Orders had, from time to time, been made for the better rule and government of the Company, but that the same had proved inadequate and ineffectual: And that it would tend to the more speedy and effectual Administration of Justice, and be of great Public utility and convenience, if so much of the said Act, 2 and 3 Phil. and Mary, cap. 16. as subjects persons taking more than their Fare, to the fine of Forty Shillings, and also to half a year's imprisonment, should be repealed: And if the Court of Mayor and Aldermen were authorised and impowered to make reasonable Rules, Orders, and Constitutions, for governing and regulating the Watermen, Wherrymen, and Lightermen, upon the River Thames: And if the Lord Mayor, Recorder, or any one Alderman, and the Justices of the Peace, within the Shires and Places next adjoining to the said River Thames, between *Gravesend* and *Windsor*, should respectively have full power, and authority to adjudge, ascertain and settle the several Penalties, and to enforce payment of the same, and to put the Laws, Statutes, Rules, Orders and Constitutions, made, and to be made, in execution: And effectually to

to punish Offences and Misbehaviours by Watermen, for Offences against the several Bye-laws or Statutes."

The Penalties imposed by the Stat. 2 and 3 Phil. and Mary, cap. 16. on Watermen taking more than their Fare, are accordingly *repealed:* The Court of Lord Mayor and Aldermen are empowered to make Rules and Orders for the government of Watermen, Wherrymen, and Lightermen, between *Gravesend* and *Windsor:* and jurisdiction is given to the Mayor, Recorder, or any one Alderman within the City, and the Justices of the Peace of the Counties and Places next adjoining to the River, to put all Laws, Rules, and Orders, made by the said Court of Mayor and Aldermen, or by the Rulers of the Watermen's Company, and approved of by the Court, in execution against Watermen and others, guilty of any Offence against such Laws, Rules, and Orders.

Such Rules may be enforced by Penalties and Forfeitures, not exceeding 3*l.* for any Offence, and are to be approved of by one of the Chief Judges. A copy of them being thirty days previously sent to the Watermen's Company, who may submit objections to the Judges. Within thirty days after, being allowed, copies of the Rules are to be sent to the Public Offices in Middlesex and Surrey, and to the Clerks of the Peace of the Counties and Places adjoining the River.

Authority is also given to the Lord Mayor, Recorder, or one Alderman of London, and to any Justice

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or Justices of the Peace, within their respective Jurisdictions, to summon Offenders (within six days after any Offence is committed) and, on the refusal to appear, to apprehend them by Warrant, and to punish them by Fine, not exceeding the Penalty imposed for the Offence; or, in case of refusal to pay the Fine, by Imprisonment not exceeding one month.

A like authority is given to summon, apprehend, and punish persons refusing to pay Watermen their Fares, &c.

Authority is also given to two of the Rulers of the Watermen's Company (as well as to the Mayor, Aldermen, Recorder, and Justices) to hear Complaints between Watermen and Watermen, their Widows, Apprentices, &c.

An Appeal is by this Act given from the Mayor, Aldermen, Recorder, Justices or Rulers of the Company, to the Quarter Sessions.

HAVING thus stated the rise and progress of these Laws, respecting Watermen, and the Jurisdiction given by them to Magistrates, it will next be necessary to recapitulate the Penalties imposed on the several Offences created and made punishable by the Acts.

1ST. *As to Apprentices.*

Apprentices, bound to Watermen, &c. shall, in case their Masters' Habitation be not registered with the

the Clerk of the Watermen's Company, be turned over to other Masters, 2 Geo. II. cap. 26. § 1.

No Apprentice shall have the sole care of any Boat till he is sixteen years of age, if he be the son of a Waterman; and seventeen years of age being the son of a Landsman; nor unless he shall have worked on the River for two years at least, before he attained such age, on pain of *the Master's* forfeiting 10*s.* or being committed to hard labour, for not exceeding one month, nor less than fourteen days. 2 Geo. II. cap. 26. § 2, 3.

No Apprentice to any Waterman or Lighterman shall be taken under fourteen years of age, nor above twenty years: And all such Apprentices shall be bound by Indentures, and enrolled in the Rolls of the Watermen's, &c. Company, to serve on the River for seven years: Any Master acting contrary shall forfeit 10*l.* or be committed to the House of Correction, not exceeding one month nor less than fourteen days, 10 Geo. II. cap. 31. § 1, 2, 15.

By § 3 of the same Act, 10 Geo. II. Every Apprentice bound otherwise than the Act directs, besides not obtaining any Freedom by such Apprenticeship, is liable to pay for every time he shall work or row any Barge, Boat, &c. 10*l.*

By § 4. not more than two Apprentices shall be retained by any Waterman or Lighterman at one time: And the second Apprentice is not to be bound until the first has served four years (except that a Waterman or Lighterman owning twelve Lighters, &c. may

may take two Apprentices at the same time, and owning twenty Lighters, &c. may take four) on Penalty of 10*l.*

By § 5, No Apprentice shall be taken by any Waterman or Lighterman, until he has a settled Habitation to lodge him in, on pain of forfeiting 10*l.*

Apprentices who shall be imprisoned for any Offence, shall serve (in addition to the seven years for which they are bound) a space of time equal to the time, during which they shall have been imprisoned. 34 Geo. III. cap. 65. § 11.

2DLY. *As to the built of Boats and Wherries on the Thames, and the number of Passengers to be taken.*

By § 7 of the Statute 2 and 3 Phil. and Mary, cap. 16, If any person shall make any Wherry, with the intent to carry people on the River Thames, which shall not be 22½ feet in length, and 4½ feet broad in the midship, or which shall not be sufficient to carry two persons on one side tight, the Boat shall be forfeited.

By § 3. of 8 Geo. I. cap. 18. (continued by various Statutes) If any Boat, Barge, or Galley, rowing, or built to row with more than four oars, shall be found upon the water, or in any place within the Counties of *Middlesex*, *Surrey*, *Kent*, or *Essex*, or in the *Thames*, or within the limits of the Ports of *London*, [*Sandwich*, or *Ipswich*, or the members or creeks

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to them belonging] such Boat, &c. with her Tackle, or the value thereof, *shall be forfeited*, and may be seized by any Officer of the Customs, and the Owner thereof, or any person using or rowing in such Boat, &c. shall forfeit 40*l.* And after seizure and condemnation, the principal Officers of the Customs in the place are to cause such Boat, &c. to be burnt, and the Tackle, &c. to be publicly sold to the best advantage; or by 12 Geo. I. cap. 28. § 10. the same may be used by the Custom-house Officers; or by 3 Geo. III. c. 22. publicly sold.

[This Act does not extend to any Barge or Galley, belonging to the King or Royal Family; or to any Long Boat, Yawl, or Pinnace, belonging to any Merchant Ship; or to such Boat, &c. as shall be licensed by the Admiralty in writing, which Licences shall be granted without Fee. The Statute 28 Geo. III. cap. 34. also prohibits certain rowing and sailing Boats in any Port, or within four leagues of the Coast.]

By § 9 of the Statute 10 Geo. II. cap. 31, No person shall work in any Tilt-boat, which shall not be of the burthen of 15 Tons; nor any Boats, which shall not be 3 Tons, in the Long Ferry between *London Bridge* and *Gravesend*, except such Boat shall be hired by one person for his own use, on pain of 10*l.*

By § 8 of the same Statute 10 Geo. II. cap. 31, It shall not be lawful for any person working or navigating any *Tilt-boat* or *Row-barge*, for hire or gain,

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to take at one time any more than thirty-seven Passengers, and three more Passengers only, if brought on board by the way; nor to carry *in any other Boat* or *Wherry*, more than eight Passengers, and two Passengers more if called in by the way; nor to carry in any Ferry-boat or Wherry allowed to work on Sundays, more than eight Passengers. Any person carrying a greater number, for the first Offence shall forfeit 5*l.* for the second Offence 10*l.* for the third Offence shall be disfranchised from working any Boat, &c. for twelve months: And in case any greater number of persons shall be carried as aforesaid, and any Passenger shall be drowned, every person working such Boat offending therein, and being convicted, shall be deemed *guilty of Felony*, and be transported as a Felon.

3DLY. *As to Gravesend Boats.*

By § 12, 13, and 15, of 10 Geo. II. cap. 31, The Rulers of the Watermen's Company are to appoint two Officers to attend at Billingsgate, at High Water, and at Gravesend at the first of Flood, who shall ring a Bell, to give notice to the Tilt-Boats and Wherries, who design to pass the Ferry between London and Gravesend, to put off, on pain of forfeiting 5*l.*

If every such Boat shall not, after the ringing such Bell within fifteen minutes, immediately depart, and effectually proceed on his respective voyage, &c.

without lying by in the said River, or putting again on Shore, within two miles of Billingsgate or Gravesend; or if any such Boats shall not be navigated by two sufficient and able-bodied men, the youngest at least eighteen years of age, the Owner of such Boat, &c. shall forfeit 5*l.*

4THLY. *General Conduct of Watermen, and the Watermen's Company.*

Any person who shall be elected, or appointed Ruler, Assistant, or Auditor of the Watermen's Company, and shall obstinately refuse to take upon him the place, to which he shall be so elected, or shall negligently exercise the same, shall forfeit 5*l.*—11 and 12 William III. cap. 21. § 5, 7.

If any person not having served for seven years to any Waterman or Lighterman (except Trinity-men, Ballast-men, and persons employed in navigating Western Barges, Dung Boats, Gardeners' Boats, Chalk Hoys, &c. and by 4 Geo. II. cap. 24. Ferry-boats to Kingston, &c.) shall work any Boat, Wherry, Lighter, or Craft, upon the said River Thames, for hire or gain, between Gravesend and Windsor, he shall forfeit 10*l.* and for want of payment or discharge thereof, be committed to the House of Correction, for any time not exceeding one month nor less than fourteen days.—2 Geo. II. cap. 26. § 4.

Rulers, &c. of the Watermen's Company may appoint forty Watermen to work on Sundays, between Vauxhall

Vauxhall and Limehouse, for carrying Passengers cross the River, at one penny each; and the Watermen so appointed, are to pay the money received every Monday morning to the Rulers, &c. and be only allowed for their labour, on penalty of 40*s*.—11 and 12 William III. cap. 21. § 7, 13.

Persons refusing to pay Fares to Watermen, &c. and to give their Names and Residence, or giving fictitious Names or Places of Abode, shall forfeit 5*l*.—34 Geo. III. cap. 65. § 8.

The Reader has thus before him all the Statute Law on this important branch of River Police. But it is matter of much regret, that the wholesome provisions of these Laws are not more effectually put in operation, by those to whom their execution is intrusted. *Six years* have now elapsed since the passing the most modern, and as it was hoped, the most effectual of those Laws; yet no *Rules and Orders* have yet been made in consequence of the power conferred by that Act. Repeated attempts have indeed been made by the City and their Officers, so to accommodate and arrange matters, as to frame a set of Ordinances with the least possible violence to the prejudices of the parties to be controlled. But in matters of this nature, private feelings must give way to public benefits: It is believed and hoped, that effectual measures will now soon be adopted: If not the Metropolis has a right to expect, that the Legislature will take up the business, and no longer suffer

those Evils to exist, which have arisen from the minuter details of these Regulations of Justice, being delegated to subordinate Bodies, whose interests or whose passions may interfere with each other, to the obstruction of Public Justice and Convenience.

II. Respecting Fish.

It has been repeatedly remarked by successive writers, that there is not perhaps a country in the world better situated to be plentifully and constantly supplied with Fish than Britain; yet it is well known, that in *London* Fish is seldom seen but at the Tables of the Rich; and, excepting Sprats and Herrings, which are caught only during a short season, none are tasted by the Poor, though Fresh Fish of some kind or other, might be sold all the year, much cheaper than Butchers' meat, if no sinister arts were used to prevent it. These arts, however, have been known chiefly in their effects; and it has, therefore, (as has been already noticed Chap. XI. p. 303, &c.) been always difficult to frame Laws, by which the practice of them would be prevented. By the detection of various artifices from time to time, it was found that it had been usual for the Fishmongers to contract with the Fishermen for their whole Cargoes, and oblige them to stop at Gravesend, instead of coming up to Billingsgate; then they caused the Fish to be brought up to market only by Boat-loads at a time, the remainder of the Cargo being shifted into

into a Well-boat, under the care of some servant, who sent it up by degrees, as the Fishmonger directed. Thus the best Fish was dealt out in small quantities, and great part remained beind *a month, and sometimes six weeks*, before it was ordered up; and having then been so wasted as to be unwholesome, it was destroyed to make way for Fresh: so that perhaps not a twentieth part of the Fish that had been caught was sold, while the Poor were distressed for food. To secure a continuance of this fraud, they became Owners of Fishing Vessels themselves, hired Fishermen to go Masters, and obliged the Fishermen's Apprentices to be bound not to the Fishermen, but to them, as Fishmongers, though the Fishermen are a distinct Company.

As to the Fish brought to market by the Fishermen, the Fishmongers in conjunction employed persons as their Buyers at the market, to take up all the best Fish, and then divided it among themselves by such lots or parcels as they thought proper; so that when it came into their shops, they enhanced the price at pleasure, and were sure not to be undersold.

When a new Fish Market was, in the year 1749, attempted to be established at Westminster, (by Statute 22 Geo. II. cap. 49.) the Trustees and the inhabitants, raised a large sum of money by Subscription, and purchased Fishing Vessels, to be employed solely in supplying this New Market. Yet such was the influence of the Fishmongers, and the Fishermen in their

their interest, over those employed in these Fishing Vessels, that though they were bound under Covenants, with large Penalties, they broke through them all, so that the market was deserted for want of a supply, and the Subscribers ultimately lost their money.

Manifold have been the attempts to put a stop to these Frauds and Monopolies: The Statutes 29 Geo. II. cap. 39. and 30 Geo. II. cap. 21. were passed containing such Regulations, as it was hoped would prove effectual. And Jurisdiction was given to the Justices in *Kent* and *Essex*, as well as to the Mayor, Recorder, and Aldermen (being Justices) of the Corporation of *Queenborough* and *Gravesend*, to enforce the Penalties.

The Fishmongers, however, still continued to keep the Fish wasting in their Well-boats at Gravesend, beyond the time limited by Law, by causing the holds of these Well-boats to be divided into several cells, with partitions between them. When a Fishing Vessel came in, as part of the Fish only was forwarded to the market directly, the remainder was put into one of these Cells or Receivers: another Vessel, two or three days after, left part of her Cargo in another Receiver of the same Boat, and so on till all the Receivers were full; where it was kept as long as the Fisherman pleased. When the Inspector (appointed by virtue of the Acts last mentioned) came to see whether the Fish had been forwarded to market as it ought, and found it remained beyond the time, he was told, that what he saw came by after Vessels, and

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that the time for sending it forward was not expired; which he not being able to disprove, the Fraud passed unpunished. It had been provided by these Acts, that an entry should be made of the Fishing Vessels, as they came in, under a very considerable Penalty; but this was frequently eluded by prevailing upon those who had the charge of making the Entry, to leave the Entry to be made by some Waterman, who took the Entering Money, and made the Entry upon pieces of paper, which remained with him, before they were posted in the Entering Book, perhaps twenty days. If the Inspector, upon finding no Entry made, gave himself no trouble, the end was answered; if he did and prosecuted, the Defendant produced the Waterman's Paper, which brought the Entry within time; and though this Paper might be forged, as the proof of the Forgery was scarcely possible; the end of the Fisherman was still answered, and he cheated the Public with impunity.*

To remedy these Evils and some others the last Act of Parliament passed, and now in force, material to be considered, as respects the Port of London, is the Statute 33 Geo. II. cap. 27. of which the following is the substance.

The Master of every Fishing Vessel, within three days after his arrival at the Nore with Fish, shall report the time of his arrival to the deputed Clerk, in the Coast-Office at the Custom-House in London, under 50*l.* Penalty, and the Clerk is to enter the Re-

* *See Noorthouck's History of London.*

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port in a Book kept for that purpose. The Master is also to leave a true account of all Fresh Fish which have been brought alive to the Nore in his Vessel, upon pain that the Owners of such Vessel shall forfeit 20*l*. If any person on board such a Vessel after her arrival, shall destroy or cause to be destroyed, any Fish which shall have been brought from Sea, that is not unmarketable, such Offender shall be committed to hard labour for any time not exceeding two months, nor less than one month. The Clerk at the Coast-Office is on Monday, Wednesday, and Friday, in every week, to return to the Mayor of London, and to such persons as the Trustees of the Fish-Market at Westminster shall appoint, in the City of Westminster, and to the Inspector of the Fishing Vessels, at such place as the said Trustees shall appoint; a true account of the time when every such Vessel shall have been entered as arrived at the Nore, and also of the Fish, &c. which shall have been entered; under the Penalty of 5*l*.

None of the Fish mentioned in the Act (viz. Salmon, Salmon Trouts, Turbots, and Ling, fresh Cod, and half-fresh Cod, Haddock, Scate, fresh Ling, Lobsters, Soles, and Whitings,) shall, at any time after their arrival at the Nore, be put into a Well-boat, or Store-boat, under the Penalty of 20*l*. nor be delivered out of any Fishing Vessel (unless when sold by retail) but into the Vessel employed to carry it directly to Billingsgate or Westminster; and no Vessel is to remain above one tide with the Fish, accidents of wind and weather excepted. If any one offends

offends in the premises, he is to be committed to the House of Correction, for any time not exceeding two months, nor less than one month: and the Inspector of the Fishing Vessels is duly to execute his Office under the Penalty of 20*l.*

By the Statute 2 Geo. III. cap. 15, made to encourage the supply of the Metropolis with Fish, by Land-carriage, but which did not succeed to any beneficial extent; No person who shall sell or be concerned in the sale of any Fresh Fish by Commission, is to buy or be concerned in the buying of any Fresh Fish to sell again, on his own account, or for the joint account of him and any other person, under the forfeiture of 50*l.* No person is to sell at any Fish-market within the Bills of Mortality, or within one hundred and fifty yards of such Fish-market, and during the market-hours, any of the Fish specified in the Act, before he shall have first placed up a true account of all the Fish which he shall then have to sell, distinguishing the several sorts of such Fish, and the quantity of every sort respectively, under 10*l.* Penalty; and no person is to have in his possession, or expose to sale, any Spawn of Fish, or any Fish unsizeable or out of season, or any Smelt, which shall not be five inches from the nose to the utmost extent of the tail.

By the two last stated Acts, a general Jurisdiction over Offences created by them, is given to all Justices of the Peace, within their respective Jurisdictions.

III. Respecting

III. Respecting Coals.

In the instance of this necessary of Life, we have another proof how inadequate the most salutary laws are to restrain the avaricious pursuits of mankind (not only in the present but former times,) in due bounds; without the continual interference of a superintending Police, to give life and vigour to that which will otherwise soon become and remain a dead letter on the Statute Book, or be suffered to expire from mere carelessness and inattention.

Some of the inconveniences suffered in the Coal Trade have been already laid before the Reader in Chapter III. (p. 142—146) of this Work. It will no doubt be additional matter of surprise, that these and other evils should continue to oppress and harass the Community, particularly the Lower Classes, after such excellent Laws have been passed for their prevention; but the regular continuance, amendment, and due execution of those Laws, can never be hoped for till a certain responsibility is imposed by the Legislature, on persons willing and capable to take on them the necessary exertions.

Although the Laws on all the various branches of this subject are intimately connected with each other; it may be more convenient, for the sake of reference, to class them under the following heads, rather than in Chronological Order. Several provisions are also contained in the Acts cited, which are not here detailed, as they do not so immediately relate to the Police of the River.

First.

First. The Statutes to prevent unlawful Combinations for enhancing the Price of Coals, as sold wholesale.

Secondly. The Statutes respecting the Measure and Sale of Coals *to the Consumer:* and the establishment of the *Land Coal-Meters' Offices*, in London, Westminster, and Surry.

Thirdly. Suggestions as to the Relief of Coal Heavers.

First, *Therefore, of the Statutes against unlawful Combinations of Coal Owners and others.*

The Statute 9 Ann. cap. 28,(which is made perpetual, by Statute 1 Geo. I. Statute II. cap. 26) is entitled "An Act to dissolve the present and prevent the future *Combination of Coal-Owners*, Lightermen, Masters of Ships and others, to advance the Price of Coals, in prejudice of the Navigation, Trade, and Manufactures, of this kingdom; and for the further encouragement of the Coal Trade."

The preamble of this Act recites, that "the having Coals at cheap and reasonable Prices, tends greatly to the improvement of the Manufactures and increase of the Trade and Navigation of this Kingdom, and to the relief of the Poor; and that it was necessary, that the Coal Trade should be free and open."

It is, therefore, enacted, That every Contract, whether in writing or not, between any Coal-Owners, Lightermen, Fitters, Masters, or Owners of Ships, Crimps,

Crimps, Coal Factors, or other persons whatever, concerned in the Coal Trade, *for engrossing Coals*, or for restraining or hindering any person from freely selling, buying, lading or unlading, navigating or disposing of Coals, shall be *illegal*, null and void: And that if any Coal-Owner, &c. shall be concerned in any such illegal Contract, directly or indirectly, they shall incur the following Penalties, viz. Coal-Owners or Proprietors of Coal-Mines, 100*l.*—Fitters, 50*l.*—Masters or Owners of Ships, and Clerks, Agents or Servants, 20*l.*

To prevent Frauds and Abuses; it is also enacted, That every Fitter, or person selling or delivering Coals, shall give a certificate to the Ship-Master, on every voyage, stating the quantities, price, &c. of the Coals sold and loaded on board his Ship; which Certificate shall, within forty-eight hours after the arrival of the said Ship at the Port of *London*, be registered at the Cocquet Office appointed by the Lord Mayor: [or, in any other Port, at the Custom-House;] under Penalty, upon all parties guilty of neglect, of 10*l.*

By § 3 of the same Act, a Penalty of 50*l.* is imposed on any Lighterman, Ship-Master, Crimp, Coal-Factor, or other person dealing in Coals, who shall (by himself, his Servants or Agents) receive or take any Salary, Gratuity, Money [Allowance in Coals] or Reward whatever, from any Coal-Owner, Fitter, &c. *for disposing of any particular sort of Coals, in preference to any other sort*, or for lading any Ship, or disposing of any Coals from on board any Ship, *before any other*

other Ship, or shall sell one sort of Coals, as and for another sort.

By § 4 of the Statute 3 Geo. II. cap. 26. this Penalty is increased to 500*l.* which is also imposed on the Coal-Owner or Fitter, giving or agreeing to give any such Gratuity or Reward.

By § 7 of the same Act, 9 Ann. cap. 28. reciting that "Several persons acting as Crimps, Husbands, Agents, or Factors, for Masters of Ships importing Coals into the Port of *London*, under colour of such their employments do often fraudulently vend the Coals intrusted to them by the said Ship-Masters as aforesaid, *to their own Agents*, Partners, Servants, or other persons, for their own use and benefit, and at rates below the Market Price, and when so sold, do again greatly advance the Rates thereof, to the prejudice and discouragement of the said Ship-Masters, and great oppression and hindrance of the Manufacturers, and other Consumers of Coals;" a Penalty of 50*l.* is imposed on all Crimps, &c. selling Coals to their own Agents, in trust for themselves.

All the Penalties in this Act are recoverable only in the Courts at Westminster.

By the Statute 3 Geo. II. cap. 26. "for the better Regulation of the Coal Trade," it is enacted, That Dealers in Coals, may in future use their own Lighters, provided they are navigated by Lightermen, properly qualified and entitled to work on the River Thames: and the Lighters are to be entered with

the Watermen's Company, and subject to their Rules.

For the making more effectual all Agreements between Ship-Masters, and Buyers of Coals, all bargains for Coals at *Billingsgate* Market, or other Place of Sale in the Bills of Mortality, must be entered in the Factor's Book, signed by the Buyer and Seller, and witnessed by the Factor, who shall give a copy of the Contract to both, under Penalty of 50*l.* And by 11 Geo. II. cap. 15. (§ 6, 7) a like Penalty of 50*l.* is imposed on both Buyer and Seller refusing to sign the Contract: and on the Ship Master refusing to produce to his Owners, when required, copies of the Contracts, from the Factor's Books. These Penalties are recoverable in the superior Courts.

By § 9 of 3 Geo. II. c. 26, a Penalty of 100*l.* is imposed on the Masters of Ships in the Coal Trade, refusing to give yearly Accounts to their Owners: or refusing to obey the Owners' directions; "provided that nothing be contained in such directions, which shall relate to the *restraining or enhancing the price of* Coals in the River Thames or to *keeping of turn* in delivering of Coals there:" By Statute 4 Geo. II. c. 30. a Penalty of 100*l.* (recoverable in the Courts at Westminster) is imposed on Owners giving directions as to keeping turn, and on all persons obeying such directions: and Masters of Ships are, on Penalty of 50*l.* to deliver their Cocquets within four days after the arrival of the Ship at *Gravesend*, and not let them remain

remain in the hands of any Agents on behalf of the Owners: a method which it appears had been used to oblige Coal Ships to keep turn, notwithstanding the Laws to the contrary.

By the Statute 28 Geo. III. cap. 53, The before-mentioned Acts, 9 Ann. cap. 28. and 3 Geo. II. cap. 26. and the Penalties imposed thereby, on persons receiving gratuities from Coal-Owners are recited; and it is stated, that "notwithstanding the said two Acts, it had for many years been usual and customary for the Owners of Colliers, in Northern Ports, to charge a higher price to Ships lading Coals for the London Market, than to those lading for the Outports; and in consequence thereof *to make certain allowances to the London Coal Buyers*, at stated periods; which allowances had constituted the principal part of the *reasonable profit* of the *London Coal Buyers*; yet that great numbers of actions had been commenced against various persons in the said Trade, as well Owners as Buyers, on the ground that such allowances were contrary to the said Acts." The Preamble goes on further to state, "That the persons against whom the actions were brought did not introduce the practice complained of, but found it an *existing custom* prevalent in the Trade, when they embarked their fortunes in it; and that the actions so brought, *should the informer succeed in them*, might be attended with the ruin of many of the persons, against whom such actions had been brought." The persons against whom such actions had been brought

are, therefore, indemnified by the Act, against all Penalties and Forfeitures incurred, paying the Informers all their Costs of Suit.

It might be thought invidious to make any further remarks on the foregoing Preamble and Enactment, than that they serve pretty fully to prove the truth and justice of the observations, by which the present division of this Chapter has been introduced. The Acts thus indemnified against are left in full force.

By another Section of the same Act, 28 Geo. III. cap. 53, it is stated, "That a certain number of Coal Buyers had formed themselves into a Society, and held private meetings at the Coal Exchange in London, professing to make *Regulations*, for the purpose of carrying on the Trade in Coals, which Regulations *may have a tendency* to prevent the said Trade from being free and open:" It is, therefore, enacted, That any number of persons united in Covenants or Partnerships, or in any way whatsoever, consisting of more than five persons for the purchasing of Coals for Sale, or for making Regulations with respect to the manner of carrying on the said Trade in Coals, shall be deemed *an unlawful Combination*, to advance the price of Coals; and every person concerned therein, shall be punishable by indictment or information in the Court of King's Bench.

SECONDLY. *The Statutes as to the Measure and Sale of Coals to the Consumers:*

By an ancient Statute of 7 Edward VI. cap. 7. "for the assize of fuel" it is enacted, That every Sack of Coals shall contain *Four Bushels* of good and clean Coals," on penalty of 3*s.* 4*d.* per Sack. The Act then goes on, in the quaint but nervous and expressive language of the time, to state, That "forasmuch as by the greedy appetite, and covetousness of divers persons, Fuel, Coals, and Wood, runneth many times *through four or five several hands or more* before it cometh to the hands of them, that for their necessity do burn or retail the same, "It is therefore, enacted, That no person shall buy any Coals [Wood or Fuel] but only such as will burn or consume the same; or such persons as shall sell the same again by retail, to such as shall burn or consume the same, for their own occupying, without Fraud or Covin; or Wharfingers or Bargemen; under forfeiture of treble the value." This Act is, however, now partly repealed and partly considered as obsolete.

By the Statute 16 and 17 Charles II. cap. 2. for regulating the Measures and Price of Coals, it is enacted, That "for avoiding the manifold deceits, exactions, and abuses, used in the Measure and Sale of Coals," All sorts of Sea Coals brought into the River Thames and sold, shall be sold by the Chaldron, containing thirty-six Bushels heaped up, and

according to the Bushel, scaled for that purpose at Guildhall in London; and so for a greater or less quantity; and that all other sort of Coals coming from Scotland and other places, commonly sold by Weight and not by Measure, shall be sold by Weight after the proportion of 112*lb.* to the hundred of Avoirdupois Weight without any fallacy or deceit, upon pain of forfeiture of all the Coals, which shall be otherwise sold or exposed to Sale, by any Woodmonger or Retailer of Coals, and the double value thereof, to be recovered by any Prosecutor in any Court of Record, or by way of complaint made unto the Lord Mayor of *London*, and Justices of Peace within the City of *London* and Liberties, or to any two of them, or to the several Justices of the Peace, of the several Counties and Places where such Coals shall be exposed to Sale, or any of them.

The Lord Mayor of *London* and Court of Aldermen, and the Justices of Peace or any three or more of them, whereof one to be of the *Quorum*, are by the said Act empowered to set the Rates and Prices of all such Coals as shall be sold *by Retail*, as they shall judge reasonable, allowing a competent profit to the Retailer, beyond the price paid by him to the Importer, and the ordinary charges thereupon accruing.

The continuance of this Act was limited to three years: But by the Statute 2 William and Mary, Statute 2. cap. 7. reciting, that it had been found "very useful and beneficial to this kingdom," it was revived and continued for seven years; and finally, by

by 7 and 8 William III. cap. 36. § 2. *it was made perpetual.* And the provisions of the Act as to settling *the Retail Price of Sea Coals,* were found so generally beneficial, that by Statute 17 Geo. II. c. 35, they were extended all over the kingdom; authority being given to three Justices (one being of the Quorum) for that purpose, in their several Jurisdictions.

By 12 Ann. Statute 2. cap. 17. § 11, The Coal Bushel is to be made round with an even bottom, and to be 19½ inches from outside to outside, and to contain one Winchester Bushel, and one Quart of Water, according to the standard for the Winchester Bushel described by 13 and 14 William III. cap. 5. § 28. In the Act referred to, the Winchester Bushel is described as 18½ inches wide throughout (in the inside no doubt) and eight inches deep: And by 3 Geo. II. cap. 26. § 13, it is directed, that this Bushel shall be used by all Dealers in Coals, by the Chaldron or lesser quantities in *London* and *Westminster,* or within ten miles thereof, and the Sack shall contain *three* such Bushels; on penalty of 50*l.* The Bushel to be sealed or stamped at Guildhall, London, or the Exchequer Office, Westminster, on penalty of 50*l.* on persons using it unstamped or diminishing its size.

By § 10 of the Act, 3 Geo. II. cap. 26. already quoted, reciting, That "by ancient custom in the Port of London, one Chaldron of Coals is allowed in to every score bought on board Ship, and so in proportion for a greater or less quantity, which is called

Ingrain; notwithstanding which many persons dealing in Coals, do load the same from on board Ship bare measure, without the said *Ingrain*, to the great injury of the Consumers;" a penalty of 100*l.* (recoverable in the superior Courts) is imposed on all Lightermen, and others selling any quantity of Coals, as and for *Pool Measure* (viz. such measure as is usually given or allowed in the Pool or River Thames) and not delivering to such Purchaser, their full quantity of Coals, together with the Ingrain, as measured to him from on board by the Meter.

The Sale of Coals to Consumers is most materially regulated by the following Acts, establishing the LAND COAL-METERS' OFFICES, *in London, Westminster, and Surry, and at the Wharfs on the River Thames, within those Districts:*

By the Statute 7 Geo. III. cap. 23. (continued to June 1st, 1812, by 38 Geo. III. c. lvi.) "to prevent Frauds and Abuses in the Admeasurement of Coals, sold by Wharf-measure, within the *City of London*, and the Liberties thereof; and between *Tower-Dock* and *Lime-house Hole* in the County of Middlesex," it is enacted, That a Public Office shall be erected and continued within the City, in or near Thames-street, to be called, *The Land Coal-Meters' Office*, for the City of *London*, &c. to be kept open every day (Sundays excepted) from five in the morning till nine in the evening, in the summer half-year; and from six

six in the morning till six in the evening, in the winter.

The first Manager of the Office is named in the Act; and at his decease, the appointment of that Office is vested in the Court of Common Council.

The said Manager and the principal Coal-Meters, and their Deputies and Servants, are declared to be subject to the control of the Court of Mayor and Aldermen; to be dismissed or suspended by that Court, on complaint or proof of any Fraud, Neglect, or Misbehaviour, to be heard and determined by the Court in a summary way.

The Penalties, &c. under this Act, above 5*l.* are recoverable only in the Courts at Westminster. All others by complaint to any one Justice for London or Middlesex; with an appeal to the Quarter Sessions: But it is observable, that a Justice has power *to convict*, in certain instances, where a Penalty of 10*l.* is incurred.

This Statute 7 Geo. III. cap. 23. is further explained and amended by cap. 83 of the Session, 26 Geo. III. By cap. 14 of the same Session, a like Office was established for twenty-one years, for the several Parishes lying between *Putney* and *Rotherhithe*, both inclusive; to be provided and continued near Blackfriars Bridge, with five subordinate Offices, at *Putney*, *Wandsworth*, *Battersea* and *Lambeth*; and in *Tooley-Street*.

Two Managers are appointed by this Act and subjected (with the principal Land Coal-Meters, and their

their deputies) to the control of the *Surry* Quarter Sessions.

The Statute 26 Geo. III. cap. 108. (for explaining, amending, and reducing into one Act of Parliament, several former Acts) establishes a like Office for the City and Liberty of *Westminster*, and certain Parishes in *Middlesex:* subject to the control of the respective General or Quarter Sessions for the City and County: and the Penalties are recoverable if above 5*l.* in the superior Courts; or else before any one Justice of the City or County; with an Appeal to the Middlesex Quarter Sessions.

The united effect of these Acts is next to be considered, with the Penalties imposed on Offences, in each District; where, as is sometimes the case, any difference is made by the provisions of the respective Statutes.

The *principal Land Coal-Meter*, in each District, is to take an oath for the due execution of his Office; and to appoint a sufficient number of persons to be *Labouring Coal Meters*, one of whom shall attend at every Coal-Wharf, Warehouse and Place of Sale, to measure out all such Coals, as shall be sold by Wharf-measure; these Labouring Coal-Meters, are also sworn to the execution of their duty.

In *Surry*, the principal Coal-Meter is also to appoint a *Deputy Coal-Meter* at each of the subordinate Offices; and a general Penalty of 20*l.* is imposed on the principal Meter neglecting to appoint, and of 5*l.* on the labouring Meter neglecting to attend.

A like

A like Penalty was also imposed in Westminster by an Act now repealed.

Upon notice given to any labouring Coal-Meter, or left at the principal Coal-Meter's Office for a labourer to attend at any Wharf or Place named in such notice, in order to measure the Coals of the person giving the notice, a labouring Meter shall attend within one hour or sooner if possible; under Penalty of 20*s.* on the Labourer neglecting to attend, and a like Penalty on the principal Meter neglecting to send.

If the principal Coal-Meter, or any person employed under him shall, during their continuance in Office, be directly or indirectly interested (otherwise than officially, though this saving is omitted in the *Westminster* Act) in the Sale of any Coals whatsoever, they shall (in *London*) be dismissed from their employment, and disabled from ever holding the same, and forfeit for every Offence 20*l.*: In *Westminster* or *Surry*, the principal Meter is to forfeit 100*l.* and the labouring or deputy Meter 20*l.* In *Surry* both Parties; in *Westminster* only the labouring Meters, are to be dismissed from their Office.

To prevent Confederacy the stations of the labouring Meters are to be frequently varied.

All Coals sold as and for Wharf-Measure, at any Wharf, Warehouse or Places within the limits of the respective Acts, shall be measured in the presence of one labouring Coal-Meter; who is empowered to fill

any Bushel, appearing deficient, out of the Seller's stock.

Four-pence per Chaldron is to be paid by the Keeper of the Wharf, Warehouse, &c. from which the Coals are carted, or by the Seller, to the principal Coal Meter, to be applied by him in defraying the expences of his Office, and hiring the labouring Meters; on payment of this Metage Duty, the Seller or Carman, who carts away the Coals, is to receive *a ticket* (signed by the principal Meter, and countersigned by the labouring Coal-Meter attending) containing the names of the Seller and Consumer, the quantity, the date, the metage charge, and the Carman's name, with a notice to the Purchaser, that if he is dissatisfied with the measure, he must tell the Carman so, before any part of the Coals are unladen. This ticket the Carman is to deliver to the Consumer. A penalty of 40*s.* is imposed on the labouring Coal-Meter refusing to deliver the ticket to the Carman (on payment of the Metage Charge) and 10*s.* on the Carman altering the ticket, or refusing to deliver it to the Consumer.

If any Cart, in which shall be any quantity of Coals exceeding seventeen Bushels, shall be sent from any Wharf, &c. within the said limits, without the Coals having been so measured, and the Ticket obtained, the Vender of such Coals shall (on conviction before one Justice) forfeit for every such Offence, 10*l.*

If any Wharfinger or Dealer in Coals shall make

use of any Sack, for the carrying Coals within the limits of the respective Acts, less than four feet in length and two in breadth, he shall forfeit for every such Offence, 5*l.* A penalty of 40*s.* is imposed on labouring Meters using or permitting Sacks of less dimensions.

The Sacks, at the time of their being made, and marked, and sealed, by the proper Officer, are to be four feet four inches long, and two feet two inches wide.

If any Wharfinger or Dealer in Coals, shall directly or indirectly give to any labouring Coal-Meter, any Reward or Gratuity, besides the four-pence *per* Chaldron allowed, he shall forfeit for every such Offence, in *London*, 20*l.*—in *Westminster* and *Surry*, 50*l.*

If any labouring Meter shall deliver a false Ticket to any Consumer, Carman, or other person, with intent to defraud; or shall receive from any Dealer in Coals, any Gratuity, &c. besides the four-pence *per* Chaldron; or shall wilfully make or suffer any false measure of Coals, or deliver any Ticket for Coals not measured in his presence, he shall be rendered incapable of serving ever after in his Office: and *the principal Coal-Meter* (in *London* and *Westminster*) shall pay a fine of 40*s.*—in *Surry* the fine is imposed in the first instance on the Labourer; and if not paid within one month is then to be paid by the principal Meter.

If

If any labouring Meter shall suffer any Coals, sold for Wharf-measure (exceeding seventeen Bushels) to be sent from any Wharf or Warehouse within the limits of the respective Acts, without being duly measured in manner directed, and shall not give information thereof, at the principal Land Coal-Meter's Office, within two days after the Coals shall be so sent, he shall forfeit 5*l.* and be disabled.

Any person dissatisfied with the measure of any Coals, may, on delivery to him of the Meter's Ticket, signify his desire to have the same remeasured; on which the Carman is to stay with his Cart and the Coals (at the rate of 2*s.* 6*d.* per hour) till they are remeasured under penalty of 5*l.* on the Master of the Cart, and 20*s.* on the Carman. The Purchaser is then immediately to send notice to the Seller, that the Coals are going to be remeasured, and also to send notice to the Land Coal-Meters' Office, for the District in which the Coals are sold; on which a principal or labouring Meter (not being the Meter under whose inspection the Coals were originally measured) must within two hours attend to remeasure the Coals, and shall remeasure the same Sack by Sack in the presence of the Seller and Purchaser (if they attend) and also in the presence of one principal or labouring Coal-Meter from the two other Districts; (whose attendance within *London* and *Westminster*, is enforced by a penalty of 5*l.* but not in *Surry*;) for this attendance the Purchaser is to pay each Coal-Meter attending six-

pence

pence per Chaldron. If the Coals prove deficient in Measure, the Seller shall forfeit 5*l.* for every Bushel deficient, and also, forfeit the Coals to the Poor. The labouring Meter under whose inspection the Coals were measured at the Wharf, shall also forfeit 5*l.* per Bushel deficient; to be recovered (if not paid in five days) of the principal Coal-Meter; and the Coal-Porters, 2*s.* 6*d.* per Bushel deficient.

Drivers of Carts or other persons belonging thereto, taking or suffering to be taken or delivered out of their Cart, Coals under their care, otherwise than to the Owner or Purchaser, shall forfeit 40*s.* or on non-payment be committed to Gaol, for not less than one month nor more than three, unless the forfeiture is sooner paid.

The Author has done his utmost endeavour to state as accurately as possible, all the minute variations in these Statutes; but, it is surely to be wished, that this, as well as every System of Legislation, should be uniform in its operation; the uncertainty and variety of the Penalties, for Offences in their nature perfectly similar, tending only to produce confusion and vexation. The different periods at which these Acts are liable to expire, may also cause some perplexity; which has in fact already taken place, in one instance.*

THIRDLY.

* The Profits to the City on the Coal (and Corn) Meters' Places has been stated at per Ann. . . . . £. 9,000
Groundage of Colliers, and Balliage of Coals 850

Carried over £.9,850

Here

THIRDLY. *Suggestions as to the Relief of Coal-Heavers.*

The oppressions and impositions suffered by the Coal-Heavers, particularly from the circumstances of the Undertakers being chiefly Publicans, have already been stated (p. 144—146.) The Reader will no doubt join with the Author in regretting, that the salutary Act of 10 Geo. III. cap. 53, made to restrain this very evil should have been suffered to expire; having been originally enacted only for three years, and never since renewed. The provisions of that Act are here shortly stated as a guide to any who may hereafter be inclined to render a service to that very laborious and industrious class of men, by calling the attention of the Legislature to this subject.

" No Coal-Undertaker shall take or demand from any Coal-Heaver, any Money or other Thing as Commission, or as a Gratuity in procuring such Coal-Heavers to be employed in unlading Ships laded with with Coals, between *London Bridge* and *Greenwich*, nor under pretence of furnishing Shovels, &c. nor on any pretence whatsoever, on pain of forfeiting for every such Offence, 5*l.*

Brought forward	£.9,850
Here also may be noticed their Revenue from two other Articles already mentioned. See Chap. XI. p. 331.	
Scavage and Package Duties	4,500
Balliage ditto.	1,000
	£.15,350

" Every

" Every Coal-Undertaker, before he shall undertake to procure Coal-Heavers to unlade any Ship laden with Coals, shall take an Oath before the Lord Mayor, or one of the Aldermen of London, to observe the directions of the Act, on pain of forfeiting for every Ship, for the discharge of which he shall so undertake, 5*l.*

" No such Coal-Undertaker shall be a Victualler or directly or indirectly concerned to receive any part of the profits of such Trade, or in any other manner in the selling eatables, *or spirits, or drink of any kind, or tobacco,* on pain of being rendered incapable, and to forfeit 5*l.*

" If after conviction in any of the above Cases, any Coal-Undertaker, shall again undertake to procure Coal-Heavers to unlade Coal-Ships, he shall, for every Ship he shall so undertake, forfeit 5*l.*

" Persons discharging Coal-Ships shall be allowed 1*s.* 6*d.* per Score, and so in proportion; and if any Captain, Owner, &c. having the care of any Ship, shall pay to any Coal-Heaver any greater Wages than as aforesaid, or Gratuity in lieu of Wages (except such price shall have been previously altered by the Lord Mayor and Aldermen, which they are empowered to do,) he shall forfeit for each Offence, 10*s.*

" After any Ship, &c. shall be unladed, the Master, &c. is to pay to *the Foreman of the Gang*, the money due for unlading, and such Foreman shall pay to each man his share; and if the money shall not be

be paid on demand, the Lord Mayor or one Alderman (before whom the Penalties are recoverable, and who are empowered to determine all Disputes, with an Appeal to the London Quarter Sessions) is authorised to compel payment, and order 20*s*. Costs."

It may perhaps be thought by some, that the Author has run rather too much at length into the inquiry on the whole of this subject; but the interesting nature of it, not only as it relates to the Police of the River, but all the Inhabitants of the Metropolis in general, will doubtless plead his excuse.

IV. *Of the Penalties and Punishments, to prevent dangers from* FIRE, *on board Ship, &c.*

By § 21 of the Statute 10 Ann. cap. 17, reciting that "It had become a common practice, that Merchant-Ships and Vessels carrying Merchandise, did very often stop and ride at the Moorings appointed and laid out for the use of her Majesty's Ships and Vessels, and at her Majesty's Ships and Hulks in Harbour, near, and adjoining, to her Majesty's Dock-yards, Storehouses, and Magazines, such Merchant or Trading Ships, or Vessels not being forced thereto by any necessity or want of Tide, by which means her Majesty's Ships, Vessels, and Magazines, were subjected to accidents by Fire, and other damages, through the carelessness of the persons left on board such Merchant-Ships, as well as to charges, by weakening and wearing the Moorings;

ings; and the persons left on board such Merchant-Ships, by their long staying at such Moorings, had great opportunities of running of Goods and embezzling her Majesty's Naval Stores:" For the prevention thereof, it is enacted, That if any Merchant-Ship, or any other Ship or Vessel, not being a Ship of War, or belonging to the Royal Navy, or employed in her Majesty's service, or such Ships as shall come to deliver Stores into her Majesty's Yards, during their delivery thereof, shall stop or fasten to any of the Moorings, or fix themselves to any of the Ships or Hulks, the Captain, Master, Commander, or Person, having the care or command of such Merchant-Ship or Vessel, shall forfeit the sum of *Ten Pounds* for *each and every Tide*, such Merchant-Ship or Vessel shall stay at the said Moorings, unless it appear that such Merchant-Ship or Vessel was necessitated so to do, by want of Tide, stress of Weather, or other unavoidable accidents: The Penalty is recoverable by Action in the Courts at Westminster, and goes half to the Informer, and half to Greenwich Hospital.

If any Commander, or other Officer of any Ship, (except his Majesty's Ships,) shall, while such Ship shall be in the River of *Thames*, between *London Bridge* and *Blackwall*, keep any *Gun shotted*, or shall Fire, or permit to be fired any Gun, on board any Ship, before Sun-rising or after Sun-setting, such Commander or Officer, shall, for every such Gun

Gun so kept shotted, forfeit 5*s*. and for every Gun so fired, 10*s*. And if any Commander, or other Officer of any Ship, or any other person on board, shall, while such Ship shall be in the River between *London Bridge* and *Blackwall*, heat or melt, or permit to be heated or melted on board such Ship, any *Pitch*, *Tar*, *Rosin*, *Grease*, *Tallow*, *Oil*, or other Combustible Matter whatsoever, the Offender shall forfeit 5*l*.—5 Geo. II. cap. 20. § 4.

No Master, &c. of any Ship, &c. lying in the *Thames* outward-bound, shall receive on board such Ship, except for the King's service, more than 25*lb*. of Powder, before the arrival of the Ship, at, or below Blackwall.—And the Master of every Ship, &c. coming into the Thames, shall put on shore all the Gunpowder on board such Ship, &c. except 25*lb*; either before the arrival of the Ship at Blackwall, or within twenty-four hours after her coming to an Anchor there, if the weather shall permit, on pain of forfeiting, for every Offence, all the Gunpowder found on board above 25*lb*; and also 2*s*. for every pound of Gunpowder above 25*lb*.—12 Geo. III. cap. 61. § 24.

For the Powers given to the Trinity-house, to enforce the foregoing Regulations, see *ante* p. 346.—The Penalties under the first of these Acts, are recoverable and applicable as stated in that page:—Under the latter Act, 12 Geo. III. which confirms the power of the Trinity-house, to appoint Searchers for

for Gunpowder, (who need not under this Act be *Elder Brethren*,) the Penalties are given half to the King, and half to the Informer, and are recoverable before any two Justices.

Under the Wet-Dock Act, 39 Geo. III. cap. lxix. the following very useful Provisions are made on this subject.

All such Vessels as shall have on board any Gunpowder, exceeding the quantity of *one Pound*, shall, before they enter any of the Docks, Basons, or Cuts, land all their Gunpowder, and unlade and clear their Guns; and no Tar, Pitch, Rosin, Hemp, Flax, Faggots, Furze, Turpentine, Oil, Hay, Straw, Tallow, Grease, Shavings of Wood, or Combustible Matter of any kind, shall be suffered to be, or remain on the Quays or Wharfs, in or near the said Docks, or any part thereof, or upon the Deck of any Ship or other Vessel in the said Docks, Basons, or Cuts, above the space of twelve hours, under Penalty, on the Owner of such Goods, &c. or the Commander, Master, or Mate of the Vessel, making default therein, not exceeding 10*l.* nor less than 5*l.* § 102.

For more effectually preventing Accidents by Fire in the said Docks and Dock Premises, no person shall have or keep any Fire, Candle, or Lamp, lighted within any of the said Docks, Basons, Cuts, and the Quays, Wharfs, Warehouses, and Works, belonging thereto, at any time whatsoever, (except only necessary Lamps by the sides of Ways without

the Dock Walls, and such Fires, or lighted Candles, or Lamps, as shall be necessary to be used in the Making, Building, Finishing, Repairing, Altering, or Improving of the Docks, Basons, Cuts, Quays, Wharfs, Warehouses, and other Works, or any of them,) under forfeiture for every Offence, not exceeding 10*l.* nor less than 5*l.* § 103.

V. *Penalties incurrable under the* WET-DOCK ACT, 39 *Geo. III. cap.* lxix. *not hitherto noticed.*

These may be classed under the following heads, for the more easy reference to them.

FIRST. The Mooring of Vessels; paying Duties, &c, and the Powers of the Harbour-Masters and Dock-Masters.

SECONDLY. The impeding the Navigation of the Canal, Docks, &c.

THIRDLY. Injuries to the Dock, Works, Buildings, &c. by malice or carelessness.

FIRST. After the Canal, Docks, &c. shall be so far completed as to admit Ships, no Vessel shall lie at either of the Mooring Tiers in the River *Thames*, immediately above or below the entrances into the Canal, Docks, Basons, or Cuts, but those only which are intended to go into, or within twelve hours shall have come out of the said Canal; and every Master, Pilot, and Person, having the charge of any Vessel lying at the said Tiers, shall remove therefrom

therefrom such Vessel whenever required by the Harbour-Masters, or Dock-Masters, or their Assistants, by an order in writing, left on board the Vessel, within twelve hours after each notice, under the penalty of a sum not exceeding 10*l.* nor less than 5*l.* for every twenty-four hours such ship shall remain after the time limited by such notice. § 94.

No Vessel shall land or ship her Cargo, or any part thereof, by the sides, or upon, or along the Banks of any of the said Docks, Basons, or Cuts, except at such Quays, Wharfs, and Landing-places, as shall be made and assigned for the purpose, on pain of forfeiting for every Offence not exceeding 100*l.* as also, all such Goods so landed or shipped, as shall be liable to the payment of Customs, &c. which Goods may be seized accordingly, by any Custom-house or Excise Officer. § 98.

On any dispute respecting the Tonnage of any Vessel liable to pay the Dock Duties, the Collector, &c. may stop the Ship, and Measure and Gauge the same: And if any Ship-Master or other person shall obstruct or hinder the Collector, &c. from Weighing, Measuring, or Gauging such Ship or Vessel, he shall forfeit not exceeding 10*l.* above the said Rates. § 143.

No Collector of the Customs in the Port of *London*, shall, on any pretence whatever, permit any Vessel, liable to pay the Dock Duties, to be entered inwards from Foreign parts, or Coastwise, or to be cleared outwards, until the Master, &c.

shall have paid the said Dock Duties, and produced to the said Collector a certificate of payment of the Dock Duties inwards, under the hand of the person appointed to collect the said Duties: on clearing outwards the payment of the Dock Duties is to be ascertained by the signature of the Receiver to the Manifest, Cocket, Sufferance, or other Document, which must necessarily be produced to the Collector of the Customs at the time of clearing out; which Certificates and Signatures, the Receivers of the Dock Duties are required to sign, and give without Fee or Reward, under forfeiture of 20*l.* to be recovered with the Costs of Suit, in any Court of Record. § 144.

If any Harbour-Master, Dock-Master, Lock-Keeper, Wharfinger, or other Officer, shall give undue preference to, or in any manner unnecessarily retard or obstruct any Vessel passing into or out of the said Port or Docks, or from one station to another therein, or through any Lock or Flood-Gate upon the said Canal, or any of the said intended Basons, Cuts, or other Works, or in Lading or Unlading any Goods, at any of the Wharfs, Cranes, &c. he shall forfeit not exceeding 10*l.* § 93.

No Vessel of any description whatsoever, shall lie across in, or in any wise unnecessarily obstruct, any of the Entrances, Passages, or Outlets of the said Port or Canal, Docks, Basons, or Cuts, or be permitted to strike or run upon any of the Locks, Flood-Gates, or Bridges thereof: And if any Vessel,

Vessel, Navigating, Lading or Unlading upon the River *Thames*, within the Port, or upon the Canal, or any of the Docks or Works, shall be placed or suffered to remain, so as unnecessarily to obstruct the Navigation thereof, the Master, &c. shall immediately upon request made remove the same, under a Penalty not exceeding 10*l.* and also, not exceeding 5*l.* for every hour of such obstruction after such requisition: And the Harbour-Master, Dock-Master, or other proper Officer, is empowered to cause any such Vessel, to be removed in such manner, and to such places as shall be proper for preventing such obstruction, or to be Unladen, if necessary, and to seize or distrain such Vessel, and the Lading or any part thereof, until the charges occasioned by such removal be paid. § 97.

All Laden Vessels going into any of the said Docks, Basons, or Cuts, shall Unlade and Discharge their Cargoes as soon as conveniently may be after entering therein; and shall then, without loss of time, be removed into such part of the said Docks as shall be set apart for Light Vessels: And the Dock-Masters are authorised to order and cause to be removed all such Light Ships, or Vessels, as are unfit for service, or not intended to be laden or fitted out for the *West-Indies*; and in order that the Dock-Masters may have knowledge of Ships so circumstanced, the Master or Owner of every Ship, shall, within six weeks after She shall have entered any of the said Docks, give notice to the Directors,

that

that such Ship is unfit for service, or is not intended to be laden or fitted out for the *West-Indies*, as the case may be, or on failure therein, shall forfeit not exceeding 20*l.* Any Master, Owner, or Person, having the charge of any Vessel, who shall refuse or neglect to remove the same, within forty-eight hours after notice in writing, shall forfeit not exceeding 10*l.* nor less than 5*l.* and the Dock-Masters or their Assistants, may remove such Vessel out of the Docks, &c. and moor the same in such part of the River *Thames*, within low-water-mark, as shall be directed by the Harbour-Master, or in any other of the said Docks and Basons: And upon demand of payment by such Dock-Masters, from the Owner, Master, or Agent, of any such Vessel, of the charges of Removing and Mooring the same, (such charges being first allowed by the Directors,) and upon neglect or refusal of payment of such Charges, *immediately* the same shall be recoverable by Distress and Sale of the Ship, her Tackle, Apparel, or Furniture, or any part thereof. § 101.

SECONDLY. *As to impeding the Navigation of the Canal, &c.*

Before any Vessel shall enter or pass into the said Canal, Docks, Basons, or Cuts, she shall have her Sails lowered, so that she may not enter into, or Navigate in any of the said Works under Sail; under penalty on the Master, Commander, Pilot,

or

or person having the care of the Ship, not exceeding 10*l.* nor less than 5*l.* § 95.

If any Draw-bridge or Swivel-bridge, shall be laid across the said Canal, or any Cut, &c. every person opening such Bridge, shall, as soon as may be, shut and fasten the same; and no person shall wilfully open any such Bridge when no Vessel is to pass the same, so as to interrupt a free passage for Travellers, Cattle, or Carriages, under a penalty not exceeding 40*s.* and if any such Bridge shall be left open longer than necessary for the passage of any Vessel, through the negligence or carelessness of any person belonging to such Vessel, then the Master, *or Owner*, shall forfeit for every such offence, not exceeding 5*l.* but in case the same shall happen by the neglect or default of any Officer or Servant of the City, or of the Dock Company, such Officer or Servant shall forfeit not exceeding 40*s.* § 96.

If any person shall float, or place any Timber upon the said Canal, Docks, Basons, Cuts, or Wharfs, otherwise than as allowed by the City, or the Dock Company respectively, and on payment of such Rates as may be agreed upon, or shall suffer the lading of any Vessel, navigating in any of the said Works, to be over the side thereof, and shall not immediately, when required, remove such obstruction; or if any person shall wantonly, carelessly, or negligently open, any Lock-Gate Paddles, belonging to any Lock, to be erected on the said Works,

Works, or wantonly and mischievously, flush, or draw off, water from the said Canal, Docks, &c. or shall suffer any Vessel, to strike or run upon any of the Bridges or Locks thereof, every person so offending, shall forfeit not exceeding 5*l.* § 97.

If any Owner, Master, Seaman, or Servant, belonging to any Vessel, or any person whosoever, shall throw, or put any Ballast, Earth, Ashes, Stones, &c. into, or upon any of the Works, to the prejudice thereof, or into the River *Thames*, or in any place between *London-bridge* and the Mouth of the River *Lea, or do any other annoyance to the same respectively, or any part thereof*, on complaint upon Oath, by any Harbour-Master, &c. or other person, the same shall be examined into by any one Justice for the County, or place wherein such offence shall be committed, who may fine the Offender not exceeding 10*l.* for each offence; and in case of non-payment, levy the same with Costs, by Distress of the Offender's Goods, or of the Tackle, Apparel, or Furniture, of such Vessel; and in default of sufficient Distress, may commit such Offender to the House of Correction, for any time not exceeding thirty days, unless such penalty shall be sooner paid. § 99.

No Owner or Occupier of any Mill, or other Works, near the Canal, Docks, Basons, or Cuts, or his Servants, shall at any time after the completing of the said Canal, &c. use, or draw down the water from them, or the slips or trenches communicating

municating therewith, without the licence of the City or the Dock Company, and making such compensation as may be mutually agreed upon: The City and Company are empowered, to cut off such communications of Water on every such Trespass; and every person trespassing, shall, for every such offence, forfeit not exceeding 50*l.* § 100.

THIRDLY. *Respecting Injuries to the Docks and Works.*

The Corporation of London are authorised and empowered to bring Actions, and to prefer Bills of Indictment against any persons who shall Cut, Damage, or Injure, any of the Works to be erected or repaired by the City; or who shall injure or destroy the same whilst doing, or impede the doing thereof, or shall steal, or purloin any Stores, Lead, Iron, Wood, Bricks, or other Materials, or any of the Machines, Engines, or Utensils, used therein; or who shall wilfully do or suffer, or consent to any thing whereby damage may accrue to the Houses, Erections, and Buildings to be purchased, or to be made or erected by virtue of this Act. § 30.

Any person who shall wilfully and maliciously set on fire any of the Works, or any Vessel in the said Canal, or in any of the Docks, Basons, Cuts, or other Works, shall be judged guilty of Felony, without Benefit of Clergy; and whoever shall wilfully, or maliciously, break down, demolish, cut, or destroy any of the Works, or any Ship or Vessel lying in the said Canal, or in any of the said Docks,

or

or Works, shall be punished by Fine, Imprisonment, or Transportation, at the discretion of the Judge before whom such Offender shall be convicted. § 104.

Any person who shall wilfully or maliciously cut, break, or in any manner destroy, any Rope, &c. by which any Vessel lying in the said Canal, Docks, Basons, or Cuts, or in any place in the River *Thames*, between *London Bridge* and the mouth of the River *Lea*, shall be moored or fastened, shall forfeit not exceeding 10*l.*: But this shall not restrain the Harbour-Masters and Dock-Masters, or their Assistants, from exercising any of their Powers or Authorities in a due and reasonable manner. § 105.

If any person shall steal, damage, break, demolish, or throw down any Lamp, Lamp-Iron or Post, set up near unto and about the said Canal, Docks, Basons, or Cuts respectively, or about any Buildings erected on or near the said Canal, &c. or shall wilfully extinguish the Lights in the Lamps, or damage the Iron or other Furniture thereof, any person who may see such Offence committed, or any other person may arrest the Offender without Warrant, to convey him into the custody of a Peace-Officer, in order to be taken before any Justice of Peace, for the place where the Offence shall be committed, who may convict the Offender, and punish him by a penalty not exceeding 40*s.* for each Lamp, Lamp-Iron, &c. so damaged, or for every Light extinguished; and the Offender shall also make satisfaction to the Parties injured, for the damage so done, or be imprisoned not exceeding thirty days. § 106.

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The Master or Owner of any Vessel, or of any Raft or Float of Timber, is made answerable for damage or mischief, done by such Vessel, Raft, or Float, or any of the Watermen belonging to the same, to the Canal, Docks, or Works; or to any of the Sluices, &c. or by lading or unlading any Vessel; and for any Trespass or Damage done to the Owners or Occupiers of any Buildings, Wears, or Lands, adjoining the said Canal, &c. by leaving open Gates or otherwise, or by any other Trespass whatsoever; such Damages to be recovered of the Owner, &c. in any Court of Record, with full Costs of Suit; and the Servants shall be liable to repay such Damages, &c. to their Master or Employer. § 107.

Penalties under this Act (except where otherwise specifically directed) are recoverable before one Justice of Peace, and may be mitigated to one half.—An Appeal is given to the Quarter Sessions.—Penalties may be levied by Distress and Sale, and on default of sufficient Distress, the Offender may be imprisoned six months.

Thus we see from the multitude of new Offences, which have been recently created, how necessary it will be to have a vigilant Police to carry these Laws into effect, without which (as has been heretofore the case) many excellent provisions would become a *Dead Letter*, and Abuses would multiply in proportion as Trade, Commerce, and Improvements, are extended.

VI. *Of*

VI. *Of the Statutes, regulating the Navigation of the Thames,* WESTWARD *of London.*

The first Statute applicable to this part of the subject, appears to have been passed in the year 1605, (3 Jac. I. cap. 20,) and which was entitled "An Act for clearing the Passage by Water from *London* to and beyond the City of *Oxford.*" In the preamble to this Statute it is stated, That the River Thames was then navigable from London till within a few miles of Oxford, and that by removing some few obstructions, it might be made navigable not only to Oxford, but to certain parts of that County, and the Counties of *Berkshire, Wiltshire,* and *Gloucestershire,* "which would redound to the great commodity, ease, benefit, and enrichment of the said Counties," —"and be a great help to the bettering the Highways," by decreasing the Travelling thereon. Eighteen Commissioners were, therefore, appointed, viz. One for the University, One for the City, and Four for the County of Oxford, and Four for each of the three other Counties, to manage the Navigation, and lay an Assessment on all such Inhabitants of the said Counties, as should receive benefit thereby.

This Act being found insufficient was repealed (A. D. 1623) by the Act 21 Jac. I. cap. 32, by which other provisions were enacted for attaining the same purposes.

This

This Act is entitled "An Act for making the River Thames navigable for Barges, Boats, and Lighters, from the Village of Bercot in the County of Oxon, unto the University and City of Oxon."—It recites, That the effecting this Navigation would be very convenient for conveying the stone from *Bullington Quarry* to *London*, for supplying Oxford with Coals and Fuel, and for preserving the Highways; Eight Commissioners are, therefore, appointed to conduct this part of the Navigation, and to raise the sum necessary for a Tax on the City and University of Oxford; A special provision is inserted in the Act, that the course and channel of the Thames shall not be diverted, and Licence is given to Bargemen, &c. as the passage from Bercot to Oxford is against the stream, to hale their Barges by Winches, Ropes, and Engines, worked by men and horses on the banks of the River.

The powers of the Commissioners under this Act are by § 22 of 28 Geo. III. cap. 51. transferred to the Commissioners for the Navigation of the *Thames* and *Isis* appointed under 11 Geo. III. cap. 45. stated at length in the subsequent pages.

In the year 1695, an Act was passed (6 and 7 William III. cap. 16,) "to prevent exactions of the Occupiers of Locks, and Wears upon the River of Thames, Westward, and for ascertaining the Rates of Water-carriage upon the said River." The preamble to this Act recites, "That the Rivers of *Thames* and *Isis*, had time out of mind been naviga-

ble from London to *Bercot* in *Oxfordshire*, and from thence for some years past, somewhat further than *Lechlade* in *Gloucestershire*, and that for the convenience of the Navigation, there had been several Locks, Flood-Gates, &c. on the said Rivers, the Tenants and Occupiers of which, were entitled to take a reasonable price for all Vessels using the same, for their assistance in their passage; but that of late years they had raised their prices so high, that the price of Water-carriage had also been much raised, and that several abuses had been committed by the Bargemen on the Rivers:"

The Justices of Peace of the Counties of *Wilts*, *Gloucester*, *Oxford*, *Berks*, and *Bucks*, were, by the Act, appointed Commissioners, to make orders for ascertaining the prices to be paid by Boats for the use of the Locks; and for regulating the Navigation. A reservation was made, in favour of the powers of the Commissioners under the preceding Act, 21 Jac. I. cap. 32, and of the Jurisdiction of the City of London and other Corporations.

This Act, which was passed for nine years, was revived and amended by the Statute 3 Geo. II. c. 11. and further continued by § 1 of 22 Geo. II. c. 46: But at length was repealed by the Act next mentioned.

The Statute 24 Geo. II. cap. 8, was passed in the year 1751, "for the better carrying on and regulating the Navigation of the Rivers *Thames* and *Isis*, from *London*, Westward, to *Cricklade* in Wiltshire;"

by

by this Act all persons rated to the Land-Tax, for 100*l.* a year in the Counties of *Middlesex*, *Surry*, *Berks*, *Bucks*, *Oxford*, *Gloucester*, and *Wilts*, with the Vice Chancellor and Heads of Colleges, in Oxford, and the Mayors of Corporation and Borough-towns lying on the said Rivers, were made Commissioners for carrying the Act into execution; and divers powers were conferred on them for that purpose; but almost all of which were virtually annulled or suspended by a subsequent Act in the year 1771.

One provision in this Act appears, however, to be still in force, and to which it may be doing the Public service, to draw the attention of Magistrates.

"Any Bargeman, Boatman, or other person, being part of the Crew of any Barge, &c. stealing, selling, consuming, adulterating, or embezzling any Cyder, &c. Coals, Wheat, or other Goods, part of the Freight of such Barge, &c. shall forfeit 40*s.* And in default of immediate payment thereof be committed to the House of Correction, not exceeding two months, by any one Justice, for the County wherein, or adjoining to the place where the Offence is committed, 24 Geo. II. cap. 8. § 15."

The subsequent Acts are to be considered under the two following Heads:

First, As they respect the Jurisdiction, West of the City Boundary at Staines'-Bridge.

Secondly, As they respect the Conservatorial Jurisdiction of the City of London.

First: In the year 1771, an Act was passed 11 Geo. III. cap. 45, under which (as explained by the Statutes 15 Geo. III. cap. 11.; 28 Geo. III. cap. 51; and 35 Geo. III. cap. 106.) the Navigation Westward of the City Boundary, near Staines'-Bridge, is now regulated.

By this Act, 11 Geo. III. cap. 45. the Navigation of the Rivers *Thames* and *Isis*, from *London* to *Cricklade* in Wiltshire, was divided into six Districts, viz:

1st. District between *London* and the City-stone above *Staines'-Bridge*.

2d. District between the *City-Stone* and *Boulter's Lock*.

3d. District between *Boulter's Lock* and *Maple-Durham*.

4th. District between *Maple-Durham* and *Shillingford*.

5th. District between *Shillingford* and *Oxford*.

6th. District between *Oxford* and *Cricklade*.

In this Statute there was a saving of the Jurisdiction of the City of London: and the Commissioners under the Act were prohibited from erecting Wears, Toll-Gates, &c. within the City Jurisdiction. And as the management of the first of the above Districts is now vested wholly in the Corporation of London, by the Statutes 14 Geo. III. cap. 91, and 17 Geo. III. cap. 18, the detail of the provisions of those Acts, and of the penalties imposed by them, shall immediately

diately follow that of the Act 11 Geo. III. cap. 45. and its explanatory Acts; of which the following are the most interesting particulars.

The Act 11 Geo. III. cap. 45. sets out with reciting, that the Commissioners under the former Act, 24 Geo. II. cap. 8. for want of proper powers, had not been able to prevent frequent abuses and exactions by the Owners of Towing-paths, Locks, Flood-Gates, &c. and by the Barge-Masters and their Servants; by reason of which, the price of Water-carriage was much raised, and the Navigation greatly damaged;—And that the expence necessary to make Turnpikes, Embankments, Towing-paths, and Bridges, over small Streams, emptying themselves into the Rivers, in order to complete the Navigation would amount to a large sum of money:

For completing the Navigation, and preventing Abuses in future, Commissioners were appointed—who now (by 35 Geo. III. cap. 106.) must consist of the following description of persons, viz:

The members of Parliament for the Counties of *Wilts*, *Gloucester*, *Oxford*, *Berks*, and *Bucks*, and all Cities and Towns therein; for the University of *Oxford*, for the Counties of *Middlesex* and *Surry*, and for *London*, *Westminster*, and *Southwark*:—The Lord Mayor and Aldermen of *London*;—The Vice Chancellor, and Heads of the Colleges of *Oxford*;—Dean and Canons of *Christ-Church*, and of *Windsor*;—Provost and Fellows of *Eton*:—The Rectors and Incumbents of the Parishes bordering on the *Thames* and

Isis, on both sides, from *Staines* to *Cricklade*;—The Mayors and Recorders of *Oxford*, *Abingdon*, *Wallingford*, *Reading*, *Henley*, *Maidenhead* and *Windsor*;—The senior Bridge-Warden of *Great Marlow*;—The Clerk of the Board of Works at *Windsor Castle*;—Every person seized in his own right, or in right of his Wife, of Freehold or Copyhold Lands, &c. of 100*l.* a year, in the five Counties above-named, or being Heir apparent to 200*l.* a year;—Every person, residing in either of the said Counties, having, or being Heir apparent to, Freehold and Copyhold Land, elsewhere in Great Britain to that amount, or possessed of a personal Estate of 3000*l.*—or finally, being a Holder of Loans on the Navigation, to the amount of 500*l.* Acting without being qualified, incurs a penalty of 200*l.*

The Commissioners are by 11 Geo. III. cap. 45. enabled to borrow 50,000*l.* and by 28 Geo. III. cap. 51. 25,000*l.* more; by this latter Act, and 35 Geo. III. cap. 106, the mode of proceeding at the meetings of the Commissioners, and the exercise of their powers, as relates to the management of these Funds, are regulated and ascertained; the Tolls and Works are vested in the Commissioners, and they are enabled to bring and defend Actions, in the name of their Treasurer, or General Clerk; and to make Bye-laws, with Penalties not exceeding 10*l.* to enforce their regulations, in the several particulars, within their Jurisdiction.

Under the several Acts already quoted, the Commissioners

missioners are enabled to purchase Houses or Lands, for making Towing-paths, Banks, Roads, Bridges, Ferries, &c. to purchase and make Wharfs, Locks, Flood-Gates, &c. to make pound Locks, or Turnpikes, to settle the Rates to be taken from all Barges, for the use of the Towing-paths, &c. either by men or horses, or for passing through, or using pound Locks, Wears, Ferries, &c. to distrain for Tolls, and to let them; to make Orders and Regulations as to the size and draught of Barges; to settle proper gages in the sides thereof, and how deep they shall lade, so as not to draw more than their proper depth of water, not exceeding three feet ten inches in any case; as also to make all other necessary Rates, Rules, and Regulations, concerning the Navigation, the use of the Towing-Paths, the management of Flood-Gates, the opening and shutting thereof, and the making satisfaction to Millers and Land-Owners, &c. for damages occasioned by their neglect, and as to the behaviour of Bargemen, &c. so as to remedy all Abuses whatever, committed in the Navigation; but not to divert the course of the River.

The price of Lockage is not to exceed *four-pence* per Ton per Lock, and is to be fixed up at each Lock: as the price of towing is to be, at the beginning and end of each Fare. The Commissioners are empowered to oblige persons to keep their Locks, Wears, Ditches, and Drains, in repair; and, on non-compliance, the Commissioners may repair the same, and levy the expence by Distress and Sale on the

Owner. They are to fix Water-marks on each Lock or Wear, below or above which, no Owner thereof shall let the Water fall or rise, unless for the purpose of repairing of the Locks or Mills, or for fishing at proper seasons: A Penalty of 50*l.* is imposed on all persons acting contrary to the above directions, by § 9 of 11 Geo. III. cap. 45.

By § 4 of 15 Geo. III. cap. 12. a Penalty of 10*l.* is imposed on the Tenants or persons intrusted with the opening and shutting of old Locks, Flood-gates, &c. who shall neglect to open the same, whenever the Water is above the High-water Mark, and to keep them open, until the Water is sunk below such Mark.

For the purpose of fixing these Water-marks, and keeping the Locks in repair, the Commissioners are authorised and directed to take views, and receive information on Oath, from time to time: And a Penalty not exceeding 50*l.* nor less than 10*l.* is imposed on Occupiers or Owners of Locks, &c. removing the Water-marks set by the Commissioners. 11 Geo. III. cap. 45. § 20.

On complaint that the Water runs over the Water-mark, and that Meadows are in danger of being overflowed, two Commissioners may order the Occupiers, &c. of Locks, to open the same; and ascertain the satisfaction due for the damage occasioned by overflowing; and the Tenants or Occupiers of such Locks, &c. not paying such compensation within three days, shall forfeit 40*s.* over and above the sum ordered to be paid. 11 Geo. III. cap. 45. § 21.

The

The Commissioners are directed to keep up a proper head of Water, for working Mills, &c. adjoining to Locks, &c. and in case of deficiency, in so doing, or in repairing the Locks, &c. the Owner may apply to two Justices, to view the Locks, &c. out of repair, who shall certify what repairs are necessary, to the Commissioners; and on their not repairing, the Owner may repair, and recover the amount from the Commissioners, or receive the Tolls at the Lock, till he is reimbursed. 11 Geo. III. cap. 45. § 11.

The Commissioners are empowered from time to time, to fix the Rates of Carriage of all Goods, in Barges, and the Fares for the use of Horses, from one place to another on the said Rivers; such Rates to be stuck up at the Locks, and at Market-places, Church-doors, &c. and published in the Newspapers: a Penalty of 20*l.* is imposed on Proprietors of Barges, taking more than their Fares so fixed, after twenty days from the publication thereof; and 50*l.* on any person acting contrary to any Rules or Orders, made by the Commissioners. 11 Geo. III. cap. 45. § 14.

Great Nuisances and Damages having happened on the said Navigation, to light-laden Vessels, by Timber and deep-laden Vessels, lying across or aground in the Rivers, and by Stones, Dung, and other Nuisances, lying on the Towing-paths, and obstructing the passage of such light-laden Vessels, any one Commissioner, on his own view, or on complaint may (by warrant under his hand and seal) order the Proprietor of such Timber, &c. and the Owners

and

and Navigators of such deep-laden Barges, to remove such Obstructions, by carrying away the Timber, &c. or lightening the Vessels, so as to suffer the light-laden Vessels to pass; and on non-compliance, may levy on the Offender's Goods, or on the Tackle of the Barge, such Penalty, not exceeding 10*l.* nor less than 40*s.* as he shall think adequate to the Damage suffered by the Owner of such light-laden Vessel. 11 Geo. III. cap. 45. § 22.

No person whatever shall anchor or moor, or lie within any Barge, Boat, or Vessel, in any part of *Taplow Mill Stream*, between the Lock in the said Stream, and *Clemash Meadows*, under Penalty of 5*l.* on the Owner or person having the conduct of such Barge. 14 Geo. III. cap. 91. § 20.

All Wharfingers on the Banks of the Rivers, are directed to keep regular Entries of all Goods brought to their Wharfs for Carriage, and to give Receipts for the same if required; and every Bargemaster is to lade and forward the same, according to priority of Entry in the Wharfinger's Book, without any undue preference, except in case of Goods of a perishable nature; under Penalties not exceeding 5*l.* nor less than 20*s.* 11 Geo. III. cap. 45. § 25, 27.

Barge-Masters and Owners of Vessels, are made liable, in Actions of Trespass, &c. for any Damage or Mischief done or committed by their Vessel, or by the Crew, either to the Goods laden on board such Vessel; or to the Property of Persons in or on the Banks of the River. 11 Geo. III. cap. 45. § 38.

Barges

Barges laden with Manure are exempted from Tolls; and a Penalty not exceeding 10*l.* is imposed on persons claiming any exemption not being entitled thereto. 28 Geo. III. cap. 51. § 9, 10.

By § 11 of the same Act, (28 Geo. III.) persons passing, or attempting to pass, any Locks without paying Tolls, shall forfeit 10*l.* over and above the Tolls; and may be apprehended and taken before a Justice, who may levy the Penalties by Distress on the Tackle of the Vessel, or commit the Offender to the House of Correction for three months.

By § 13 of that Act, every Vessel laden with Goods, is to have full *two inches of clear board* in the shallowest part of her Gunwale, *above the surface of the Water*; under Penalty of 20*l.* on the Owner or Person navigating the Barge.

By § 15 of that Act, every Barge drawing more than three feet ten inches Water, or more than shall be from time to time allowed by the Commissioners, or not having two inches clear board, in the shallowest part of her Gunwale, above the surface of the Water, shall pay *double Tolls*, and may be removed out of the navigable Channel, until lightened and reduced to its proper draft of Water.

The thirty-second Section of the Act, 35 Geo. III. cap. 106. deserves particular attention. It recites, That "the Navigation of the Rivers *Thames* and *Isis*, had long been a very useful Channel of Conveyance for cumbrous and heavy Goods, between several inland Counties; that the Commerce of the said

River

River had of late increased, and was still increasing, *by means of several Canals which communicate with the Rivers Thames* and *Isis*, between *Cricklade* and the Port of *London*, so that it is become *essentially necessary* for these purposes, and to accommodate the general Commerce of the Kingdom, that the Navigation of the said Rivers should be rendered safe, easy, certain, at as little expence as possible; and that the several persons interested by residence or mercantile Undertakings, as well as the Public at large, should be thoroughly informed, from time to time, of the measures taken, and the sums expended, for the preservation and improvement of the said Navigation:"

The Commissioners are therefore required to make out, annually, an account up to the 31st of December, of all Money borrowed, and Tolls received, and of all Payments and Disbursements made, respecting the said Navigation, to be signed by seven Commissioners, and the General Clerk, and laid before both Houses of Parliament, between the 1st and 10th of February each year, or within ten days of the next sitting after those days: A Copy of the Accounts is also be inserted in the *Oxford* and *Reading* Newspapers, and presented to the Epiphany Quarter Sessions for the Counties of *Oxford*, *Berks*, and *Bucks*.

By § 23 and 24 of 28 Geo. III. cap. 51, All Penalties and Forfeitures under that, or any of the preceding Acts, or inflicted by the Commissioners, may be recovered in a summary way, before one

Justice

Justice for the County where the Offence is committed, or before any three Commissioners at a District Meeting; and be levied by Distress and Sale; with an appeal to the General Meetings, or to the Quarter Sessions.

By § 35 of the Act 35 Geo. III. cap. 106, Jurisdiction is given to the Justices of the Peace, residing and acting for the Counties adjoining the Rivers, to take cognizance of any Complaint respecting any Offence committed on the said Rivers, or any part thereof; and by the Warrant of any such Justice, the Offender shall be apprehended, *if found on the said Rivers or any part thereof*, and taken before such Justice; who may examine into and determine on the said Offence, and order the same to be punished, as if the Offence had been committed, and the Offender apprehended, within the County for which the Justice is empowered to act.

SECONDLY. *The Jurisdiction of the City of London on this part of the Thames, is next to be considered.*

This is regulated in the first place, by the Act passed in the year 1774, (14 Geo. III. cap. 91.) the Preamble to which recites, the Conservatorial Jurisdiction of the City on the River, (within the limits repeatedly stated in this Work:) It also recites the Act of 11 Geo. III. cap. 45, with the reservations therein mentioned of the City Jurisdiction; and states, that the Commissioners under that Act, being

being so restrained from exercising some of their principal authorities within the City District, had not attempted the execution of the Act there:—That the improvement of the Navigation in that District would be of great public utility:—That the City were willing to apply 10,000*l.* if necessary, out of their own Estates, to improve the Navigation, without imposing any Tolls within their Jurisdiction:—That the Powers enjoyed by the City, were not sufficiently effectual for completing the Navigation; and that it was apprehended that the Powers of the Commissioners under the Act 11 Geo. III. cap. 45, would clash with those necessary to be granted to the City:

So much of the Act 11 Geo. III. cap. 45, is therefore repealed, as gave any jurisdiction to the Commissioners under that Act, within the City District.

The Mayor, Aldermen, and Commons in Common-Council assembled, are authorised to improve and complete the Navigation within the City Jurisdiction, and for that purpose, to appoint a Committee with full Powers: but the Members of which must not have any Office or Contract under the Act.

Powers are given to the Common-Council to make such Orders as to the purchase of Lands, for Towing Paths, Wharfs, Locks, &c. as to the size and draught of Vessels; the opening and shutting Locks; the regulation of Barges; the behaviour of Bargemen; and reparations for Damages done, &c. *as to them shall seem meet.* And the necessary

Clauses

Clauses for purchasing and conveying of Lands, are inserted at full length.

The like Powers are given to set the Fares for Carriage of Goods, and the use of Horses within the said District, by the Common-Council, as are given to the Commissioners under the Act 11 Geo. III. cap. 45; sanctioned also by a Penalty of 20*l.* on persons taking more than the Fares so set, to be recovered in a summary way before the Lord Mayor, or one Alderman, or one Justice of the Peace for *Middlesex* or *Surry*; with an appeal to the Quarter Sessions in *London*, *Middlesex*, or *Surry*.

In the year 1777, was passed the Act, (17 Geo. III. cap. 18.) "for enabling the City of London to purchase the Tolls then payable for navigating on the Thames westward of London Bridge, within the City Liberties; and for laying *a small Toll* in lieu thereof for the purpose of more effectually completing the said Navigation."

The Preamble to this Act, recites the foregoing Act 14 Geo. III. cap. 94, and states, that the City had proceeded to carry it into execution. That several necessary and expensive Works had been performed within their Jurisdiction to the improvement of the Navigation, and reducing the expences thereof—that the City had applied *near* 10,000*l.* in this service, out of their own Estates, but found that further Works were still necessary to improve the Navigation, the probable expence of which had been estimated at 8,000*l.* more: besides a considerable

able annual expence to be incurred in supporting and repairing the Works—that the City were desirous of being enabled to purchase the existing Tolls, and proposed that they ſhould then ceaſe, as *they apprehended from the circumſtances and nature of the ſaid Tolls*, that they were attended with great inconveniences to the Navigation and the Public:—And finally, that the City in order to carry the good purposes of the former Act into execution, to enable them to purchase the existing Tolls, *and to complete the Navigation*, were also desirous of being empowered to lay *a ſmall Toll* in lieu of the old Tolls upon Barges navigating the River within the City Jurisdiction:

Power was therefore given to the Corporation to purchase the Old Tolls and Duties from their Owners; immediately on which the ſaid Tolls were to ceaſe and determine.

In consideration of the great charges and expences that the City would be at, *in improving and completing the ſaid Navigation*, and for keeping the Works in repair, and in purchasing the Old Tolls and Duties; the Corporation is empowered and authoriſed, to demand and receive, from all Barges and Veſſels, (above three Tons burthen, and not being Pleaſure-boats,) navigated on the ſaid River, or on any part thereof, between *London Bridge* and the City Stone above *Staines' Bridge*, ſuch Tolls, as the Corporation, (*upon due conſideration of the expences of improving and completing the ſaid Navigation*, and purchaſing

the Old Tolls,) should think proper; not exceeding the following; *viz.*

	per Ton.
For all Barges or Vessels navigated Westward of *London Bridge* to *Strand-on-the-Green*, or *Brentford*	½d.
To *Islewerth* or *Richmond*	1d.
To *Twickenham* or *Teddington*	1½d.
To *Kingston* or *Hampton-Wick*	2d.
To *Ditton*, *Hampton-Court*, *Moulsey*, or *Hampton*	2½d.
To *Sunbury*, *Walton*, *Hawford*, *Shepperton*, or *Weybridge*	3d.
To *Chertsey* or *Laleham*	3½d.
To *Staines* and upwards	4d.

The said Tolls to be collected, according to Regulations to be made by the Corporation; and in case of denial of payment, to be recoverable by Action; in any Court of Record; or by seizing and detaining the Vessels till payment; or, on non-payment within four days, the Vessel to be appraised and sold, as in case of Distress for Rent.

Every Owner of any Barge or Vessel passing on the River Thames, in the said limits, is to paint his name in white Capital Letters, six inches long, on each of the outsides of his Barge, higher than the same shall sink into the water when full laden: and also permit his Barge to be Measured and Gauged, and marked with the number of Tons burthen, at the expence of the City, whenever required; under Penalty of 40*s.* to be recovered in a summary way by information on Oath before the Lord Mayor, one Alderman,

Alderman, or one Justice of Peace, for *Middlesex*, or *Surry*, and leviable by Distress and Sale.

The Corporation is empowered to erect Toll-gates; and to appoint Collectors of the Tolls, who are to pay the same into the Chamberlain's Office, and account to the Court of Aldermen; or on refusal to account, &c. may be committed to *Newgate*, or the Common Gaol of the County, by the Lord Mayor, or one Alderman, or Justice of the Peace, till payment or composition made.

All Monies raised by Virtue of the Act, are vested in the Corporation, to be applied to the purposes of this and the former Act, "and an account of the said Tolls and Duties granted by this Act, shall be annually laid before Parliament." The execution of which latter Clause, is no otherwise provided for, than by the foregoing general words.

The Corporation is empowered to borrow 15,000*l.* on the Credit of the Tolls, and to assign them as a security: or to grant annuities, chargeable on the produce of the Tolls.

The Common-Council may appoint Committees, to carry the Act into execution, the Members of which must not hold any Place, or Contract, under the Act:—And an appeal is given from the order of any Justice, to the general Quarter Sessions in *London*, *Middlesex*, or *Surry*.

When the probable amount of the Tolls thus granted to the City, is taken into consideration, with the time (now twenty-three years) elapsed since

since the passing the last Act, in the course of which, it is to be presumed, that the City have had ample opportunity for purchasing the Old Tolls, and paying off any incumbrance caused by such purchase; It is to be lamented, that complaints should exist, of defects in the Navigation of that part of the River Thames, so peculiarly within the Jurisdiction of the Corporation of London.

The annual receipt of these Tolls, calculated at an average of 3*d.* per Ton on 800,000 Tons, will amount to 10,000*l.* It has been loosely stated, (see pages 312, 316,) that the City expend in repairing the avenues to the River, and Public Stairs, and Docks, and cleansing the River, 6,950*l.* To what part of the River this applies, is not very clear; but the following Extracts from a printed Memorial, are deserving the most serious attention of the Corporation and the Public.—With these Extracts, the Author will conclude this part of this subject; he has been induced to enlarge on it more particularly, as it is of the highest importance to the Trade of the Country, and as the Acts abridged and digested in the preceding pages, are not to be found in the general Editions of the Statutes at large, being of a local and confined nature: the insertion of all the Acts of which kind, would swell our Statute-book, perhaps, to nearly twice its present enormous bulk.

The Memorial alluded to, (and which comes from a body of persons deeply concerned and interested in the Free Navigation of the River Thames,

through which their Barges necessarily pass, in going to and from their respective Rivers,) represents "that considerable Shoals have been allowed to accumulate and continue in different parts of the Bed of the River Thames, and that the Towing Path in various places is suffered to fall into decay, by which the intercourse between the Metropolis and those Canals, which have cost the Proprietors *more than a Million of Money*, is much impeded and interrupted, and for a considerable portion of the year *entirely prevented.*

"One considerable Shoal presents itself at *Sunbury*, (within the City Jurisdiction,) where the River, in Summer and in dry Seasons is so shallow, that Barges laden only three feet deep are incapable of passing; and at such times it is not uncommon to see *thirty* or more Barges detained from ten to twelve or fourteen days; and higher up, where the River is at such times much shallower, Barges are detained *six* or more *weeks* from the same cause.

"In the beginning of February last, eight out of twelve Horses that were drawing two Windsor Barges, with ninety Tons of Goods on board, were lost, owing entirely, as it has been clearly and circumstantially stated, to a deep Slough in the Towing Path, about three or four hundred yards *on this side Kingston*; and there is another part equally defective near *the Mouth of the Wey.* Both these Places (being within the City Jurisdiction,) have been presented to an Agent for the City, but

no

no notice has been taken of the Complaint, nor any remedy applied."

To show the importance of the Navigation of the Thames it is observed, that "there would be no possibility of diffusing over the interior parts of the Country the immense quantity of Goods brought to the Port of London, by the East and West-India, Baltic, Portugal, and Mediterranean fleets, but by the medium of that River, which is now connected by Canals, with nearly all the navigable streams in the Kingdom. Neither could the produce of the interior and distant parts of the Country, the Timber, Flour, Malt, Hops, Bark, and numerous other articles essential to the Trade, and almost to the existence, of the Metropolis, be brought in quantities sufficient to answer the necessities of its immense population, but by the same medium." This observation is fully justified and confirmed by a clause of the Statute 35 Geo. III. cap. 106. already quoted.*

"The Goods carried by the Thames and Severn, Oxford, Kennet, Basingstoke, and Godalming Canals or Rivers, cannot be less than 300,000 Tons per annum; and there is reason to believe these form little more than a third part of the Goods that pass up and down the Thames, and if the Navigation of that River were to be put into as safe a state as it is practicable to put it, there is no doubt but that nearly the whole of the Goods now carried by Waggons to the more distant parts of the Kingdom, would be sent

* See page 487 of this Chapter.

by Water, which would save to the Country the provisioning of many thousand horses, and consequently be one of the means of preventing the recurrence of seasons of scarcity.

"Supposing there are 800,000 Tons of Goods carried up and down the Thames in Barges in a year, it will amount to about 16,000 Tons per week, these employ (at forty Horses to every 1000 Tons,) about six hundred and forty Horses. But to convey 16,000 Tons of Goods by Land every week, would require four thousand of our largest broad-wheel Waggons, and allowing two Horses to each Ton, the usual average, thirty-two thousand Horses.

"Another circumstance, only inferior in its consequence to the former, is the great saving to the Public, produced by conveying Goods by Water instead of Land-carriage. Supposing the price of Land-carriage to be 3*l.* per Ton for every fifty miles, and the price of Water-carriage to be 1*l.* for carrying Goods the same distance; the expence of conveying 16,000 Tons of Goods by Land, would be 48,000*l.*; by Water it is only 16,000*l.* consequently the Public save by this conveyance 32,000*l.* per week.

"A great part of this Saving must be attributed to the different Navigable Canals communicating with the Thames. But if the Bed of the Thames is not kept free, and of a proper depth, so that the Barges may pass with ease, regularity and safety, instead of the Trade increasing to nearly double the quantity, which, if properly encouraged, may reasonably be expected, more than half of the present Trade will be

be lost; many Traders choosing rather to send their Goods by Land, at triple or quadruple the expence, than hazard their being detained on their passage.

"To these important nautical considerations is to be added, the loss occasioned to the Proprietors of the several Canals, many of whom have embarked a considerable part of their fortunes in these Undertakings, and depend upon their success for their future support; but as the end and object of the Proprietors was to obtain a free and safe communication by Water with London, if that is not obtained, their whole plan becomes abortive, which will not only materially injure, perhaps ruin many individuals, but will operate in preventing others from engaging in similar undertakings, and thus eventually prove injurious to the Public."

It has been already stated, (page 23,) that the Tonnage below London Bridge, of Goods Imported from Foreign Parts, and brought Coastwise, may be estimated at 1,779,000 Tons. From the foregoing Document it appears, that the Trade of the Upper Thames extends to about 800,000 Tons yearly.—To enable the Reader to form a conception of the astonishing extent of the whole, the following General Estimate has been formed:—

	Tons.	
Tonnage of Goods imported	1,779,000	
Ditto of Goods exported	971,000	
		2,750,000
Tonnage of Goods *Inland* on the Upper Thames		800,000
Total .		3,550,000

CHAP. XVI.

A Detail of such Maritime Regulations and Offences, as concern not only the River Thames in particular, but all the Ports of England, and Nautical Affairs in general; and as may be enforced by Justices of the Peace, or are punishable in superior Courts of Record.—Of the employment and protection of Mariners in general:—The mode of governing Seamen in the Royal Navy:—The Acts respecting the hiring and service of Seamen on board of Merchant Ships:—Offences of Mariners against the safety of Ships;—and by Rioting, &c.—Privileges to be enjoyed by Mariners; in exemptions from being impressed, &c.:—The establishment of Greenwich Hospital;—As also the Charity for Seamen in the Merchants' Service:—Suggestions for the relief of Mariners against impositions by Crimps, and Dealers in Seamen's Wages and Prize-money:—Of Offences in Navigable Rivers:—The Registering Boats, &c. employed thereon, &c.—The Duties of Masters and Owners of Ships under the Navigation Acts:—As respects the Revenue Laws;—the performance of Quarantine;—the sailing and keeping with Convoy;—the obtaining Letters of Marque, &c. &c.

ONE of the first Statutes passed respecting Naval Affairs was that of the 5th of Elizabeth, cap. 5. "touching Politic Constitutions for the maintenance

nance of the Navy." The provisions of this Statute are now in general expired; or by the change in Manners, and the many subsequent positive Regulations, become obsolete: Some Clauses, however, of this Statute deserve notice, in a Treatise of this nature, as being yet actually in force.

By § 27 of this Act (5 Eliz. cap. 5.) the Statute 18 Henry VI. cap. 19. "made against Soldiers retained, which depart from their Captains without licence" is extended "to all and every Mariner and Gunner taking prest or wages to serve the Queen's Majesty, her Heirs or Successors;" such Desertion is by these Acts punished as a Felony: but this Offence is now most usually punished under the *Articles of War*.

The method of ordering Seamen in the Royal Fleet, and keeping up discipline there, is directed by certain express Rules, Articles, and Orders, first enacted by the authority of Parliament soon after the Restoration, but since new-modelled and altered. In the 13th year of King Charles II. an Act passed for the regulating the Government of the Fleet, Statute 13 Charles II. Statute I. cap. 9. which was repealed, by the Statute 22 Geo. II. cap. 33. explained and amended by Statute 19 Geo. III. cap. 17. These two latter Statutes contain not only the *thirty-six* Articles of War, in which almost every possible Offence is explicitly set down, and the punishment thereof annexed, or left to the discretion of a Court-Martial; but also sundry clauses of express Rules and Orders, for assembling

sembling and holding Courts-Martial, for the trial of the Offences specified therein.

The mode of payment of the Wages of petty Officers, Seamen, and Marines, is ascertained by the Statutes 31 *Geo. II. cap.* 10.; 3 *Geo. III. cap.* 16.; 26 *Geo. III. cap.* 63.; and 32 *Geo. III. caps.* 33, 34, and 67.: And by the Statute 35 Geo. III. cap. 28. petty Officers, Seamen, and Marines are enabled to allot part of their pay for the maintenance of their Wives, Children, or Mothers. The payment of Prize-Money, and the conduct of Prize Agents is now regulated by several Sections of the Prize-Act, 33 Geo. III. cap. 66. The Rules and Restrictions introduced by these Acts are minute and extensive, and may be found stated, with great accuracy and precision, in STEELE's *Ship-Master's Assistant.*

Of the Hiring and Service of Seamen in Merchant-Ships.

The most important Statute to the Master and Mariners of *Merchant-Vessels* in general is the 2d of Geo. II. cap. 36. made perpetual by 2 *Geo. III. cap.* 31. by which it is extended to the American Colonies. The provisions of this Statute are also adopted in 31 *Geo. III. cap.* 39. with respect to the Coasting Trade, with some trifling variations.

This Statute 2 Geo. II. cap. 36. is entitled "An Act for the better regulation and government of Seamen in the Merchant Service."

The

The Preamble, which may serve to shew the inconvenience the Mercantile Interest is in general subject to, states "That the Welfare and Riches of this Kingdom greatly depend on the Trade and Navigation thereof, the same being of great use and benefit, and tending very much to enrich the Subjects thereof, upon which great numbers of Artificers and Manufacturers' Livelihoods wholly depend; and that for several years then last past, the Navigation carried on by the Merchants to parts beyond the Seas, had been under very great difficulties and expences, by the uncertainty they laboured under, by Seamen and Mariners, who shipped themselves on board Merchant Ships, and after they had so done neglected their duty and would not remain on board the Ships or Vessels to discharge their duty; and very often when Ships and Vessels came to be cleared out, in order to proceed on their respective Voyages, the Seamen refused to proceed with them, without coming to new Agreements for increasing their Wages, and many of them would leave their Ships and Vessels, and not proceed on their Voyages, which put the Owners of such Ships and Vessels to great trouble and charges to get other Sailors or Mariners in their stead, and often was the means to overset the Voyages of such Ships and Vessels, to the great prejudice of the Owners and Freighters of the Goods on board the said Ships and Vessels; and yet such Seamen and Mariners, after they had committed such Offences and Disorders, would bring Actions

against the Owners or Masters of the said Ships and Vessels for the recovery of their Wages, from the time of shipping themselves until the time they quitted such Ships and Vessels: And that many of the said Seamen and Mariners would neglect their duty when on board at Sea, and desert their Ships and Vessels in Foreign Parts, which put the said Owners of Ships and Vessels to very great difficulties and expences, to get others in their stead, to bring their Ships and Vessels home; and afterwards such Seamen and Mariners insisted on recovering their Wages, notwithstanding their voluntary Desertion; all which was a great discouragement to Trade and Navigation:"

To prevent such practices for the future, the following Rules and Regulations are established by the Acts above quoted.

Every Seaman shipping himself on board any Merchant Vessel, on an intended Voyage to parts beyond Sea (or in the Coasting Trade) shall within three days (and in the Coasting Trade upon his entering) sign an Agreement, declaring the Wages and the Voyage; And the Master, &c. of the Ship taking any Seaman to Sea (except his Apprentices) without such Agreement, shall forfeit 5*l.* per man to Greenwich Hospital; recoverable before one Justice, by Distress and Sale.

On the arrival of any Vessel in Great Britain, from parts beyond the Seas, Masters shall pay the Seamen their Wages within thirty days, (in the Coasting Trade

Trade within five days,) after the Vessel's being entered at the Custom-house (except a covenant is entered into to the contrary,) or at the time such Seaman shall be discharged, which shall first happen; (deducting out of their Wages all such Penalties as may be due from them, for breach of the Laws;) on Penalty of paying to such Seaman so unpaid 20*s.* above his Wages, to be recovered in the same manner as Wages.

If any Seaman shall desert or refuse to proceed on the Voyage, or shall desert in parts beyond the Seas, after having signed such Contract, he shall forfeit all the Wages then due to him: [This is extended to the *West-India Trade*, by 37 Geo. III. cap. 73.]

If after having signed such Contract, any Seaman shall desert or absent himself from such Ship, and upon being apprehended by Warrant of a Justice of Peace, he still shall refuse to proceed on the Voyage, he shall be committed by one Justice to the House of Correction, not exceeding thirty days nor less than fourteen.

If any Seaman shall absent himself from the Vessel to which he belongs, without leave of the Master, &c. he shall for every day's absence forfeit two days' pay; to be deducted by the Master at the time of his paying the Seaman's Wages.

If any Seaman (not entering into the Service of his Majesty) shall leave the Vessel to which he belongs, before he shall have a discharge in writing from the Master, &c. he shall forfeit one month's pay.

The

The Statute 37 Geo. III. cap. 73. above alluded to was passed "for preventing the desertion of Seamen in the *West-India Trade*." By this Act, Ship-Masters hiring Seamen who have deserted from any other Ship incur a penalty of 100*l.* They are also prohibited from hiring Seamen in the West-Indies at more than double Wages (unless by Licence of the Governor of the Place, &c.) under a like penalty of 100*l.* Every Ship trading to the West-Indies is to have an Apprentice under seventeen years of age, for every 100 Tons burthen; such Apprentice to be enrolled at the Custom-house of the Port from which the Ship clears out, on penalty of 10*l.* Within ten days after his arrival out and home, the Ship-Master is to deliver to the Collector of the Port, a List of the Crew on board, at the time of clearing out from Great Britain, and at the time of the Ship's arrival abroad, of all having deserted or died, and the Wages due at their death; under penalty of 50*l.* A penalty of 10*l.* is imposed on Masters refusing to grant to Sailors Certificates of their Discharge.

The Penalties under this Act, are recoverable by Action in the Superior Courts; or those not exceeding 20*l.* before any one Justice of Peace, residing not more than ten miles distant from the party complained of.

In order to interest Sailors in the return of Ships from Foreign Parts, and to prevent their turning pirates, it had many years before been enacted, by § 7 of 8 Geo. I. cap. 24. that "No Master or Owner of

of any Merchant Ship shall pay to any Seaman *beyond the Seas*, any Money or Effects *on account of Wages*, exceeding one moiety of the Wages due at the time of such payment, till such Ship shall return to Great Britain or Ireland," on penalty of double the Money paid; to be recovered in the Court of Admiralty, at the suit of any Informer.

Offences of Mariners against the safety of Ships; and by Rioting, &c.

By Statute 22 and 23 Charles II. cap. 11. (§ 7, 9, 12,) If any Mariner or inferior Officers of any Merchant-Ship, shall decline or refuse to defend the Ship, or utter Words to discourage others from doing so, every Mariner, &c. so behaving, shall lose all his Wages, and all such Goods as he may have in the Ship, and be imprisoned not more than six months. Every Mariner who shall lay violent hands on his Commander, to hinder him from fighting in defence of his Ship and Goods, shall suffer Death as a Felon.

The burning, destroying, or casting away of any Ship to the prejudice of the Owners, Freighters, or Underwriters, is made a capital Felony by the above Act, and by the Acts 1 Ann. Statute 2. cap. 9.; 4 Geo. I. cap. 12: as is also the maliciously burning or setting fire to any Ship, Keel, or other Vessel, by any Seaman, Keelman, Caster, Ship-Carpenter or other person, by 33 Geo. III. cap. 67; and the damaging or destroying any Vessel by such Seaman, Keelman,

Keelman, &c. is, by the same Act, punishable with Transportation for not less than seven nor more than fourteen years.

By the same Act 33 Geo. III. cap. 67, If any three or more Seamen, Keelmen, Casters, Ship-Carpenters, or others, riotously assembled, shall unlawfully obstruct the lading or unlading, or the sailing of any Ship, Keel, or Vessel, or forcibly board any Ship for that purpose, the Offenders shall, on conviction at the Quarter Sessions, be imprisoned not less than six months nor more than twelve. The same punishment is inflicted on Seamen, Keelmen, &c. unlawfully obstructing their Fellows from working, or assaulting or committing any violence on them, to prevent or deter them from working. A second Offence in either case subjects the Party to Transportation for not less than seven years nor more than fourteen.

By the Statute 1 Geo. I. Statute 2. cap. 25. reciting "That Fightings, Quarrellings, and Disturbances often happened in his Majesty's Yards, Offices, and Stores, and on Pay-days at *London*, *Portsmouth*, &c. by the unreasonable turbulency of Seamen and others: which inconveniences required a speedier remedy than the ordinary course of Justice, the parties offending being many times bound to Sea;" authority is given to the Treasurer, Comptroller, Surveyor, Clerk of the Acts, and Commissioners of the Navy, or any one of them, to punish any person making a disturbance, fighting or quarrelling in any of his Majesty's Yards, Stores or Offices, at Pay-

days,

days, or on other occasions relating to the Naval Service; either by fine, not exceeding 20*s.* or imprisonment not exceeding one week; or, for non-payment of the fine, to send the party to the House of Correction for two months. And (where greater example or punishment is needful,) the said Officers and Commissioners may bind Offenders to their good behaviour, and to answer at the next Quarter Sessions, with or without Sureties; or in default of Sureties, if required, may commit them to Gaol till the next Assizes or Quarter Sessions.

By § 46 of the Prize Act, 33 Geo. III. cap. 66. any Seaman or Mariner [or Officer or other person] who shall break bulk on board, or embezzle any Money, Jewels, Goods, Merchandise, Tackle, Apparel, or Furniture, *belonging to any Prize*, shall forfeit his whole share to Greenwich Hospital, and treble the value of the property embezzled; with Costs, recoverable by Action in some Court of Record; two-thirds of the Penalty being given to the Informer, and one-third to Greenwich Hospital.

Privileges of Mariners; in Exemptions from being Impressed, &c.

By § 41 of the Statute 5 Eliz. cap. 5. already alluded to, Mariners and Fishermen shall not be compelled to serve as Soldiers on Land or on Sea otherwise than as Mariners, except under some Captain of a Ship, to do some special exploit, which Mariners have been

been used to do; or under any other person having authority to withstand any *Invasion* of Enemies, or to subdue any Rebellion within the Realm.

By § 43 of the same Statute, 5 Eliz. cap. 5. no Fisherman using the Sea shall be taken by the Royal Commission to serve as a Mariner, unless the Commission be first brought to two Justices, having local Jurisdiction, to the intent that such Justices may chuse out, and return such number of men, as shall be contained in the Commission, to serve in the Navy.

The right of *Impressing Seamen*, being often productive of dangerous disputes and illegal resistance, it becomes highly necessary to know who are exempted from being thus suddenly called into the Service of their Country.

The Statute 2 and 3 Ann. cap. 6. provides, That poor Boys, whose Parents are chargeable to the Parish, may, by Church-Wardens and Overseers of the Poor, with consent of two Justices of the Peace, be placed out Apprentices to the Sea-service, until the age of twenty-one years, they being thirteen years old at the time of their placing out: these Apprentices shall be protected from being impressed for the first three years; (if they are not more than eighteen years old, 4 Ann. cap. 19. § 17.) And if they are impressed afterwards, their Master shall be allowed their Wages. And all Masters and Owners of Ships, from thirty to fifty Tons burthen, are required to take one such Apprentice, one more for the next fifty Tons,

Tons, and one more for every hundred Tons above the first hundred, under the Penalty of 10*l.*; recoverable before two Justices, by Distress and Sale.

By § 20 of the same Statute 2 and 3 Ann. cap. 6. If any Captain, Lieutenant, or other Officer, shall presume to impress any of the men allowed to be employed in any Ship in the Coal Trade (viz. The Master, Master's Mate, Carpenter, and one able Seaman, for every hundred Tons, not exceeding three hundred) he shall forfeit, for every man so taken, 10*l.* to be recovered in any Court of Record. It has lately been determined by the Court of King's Bench, that a former Act on this subject (6 and 7 William III. cap. 18.) is no longer in force.

By the Statute 13 Geo. II. cap. 17. "for the increase of Mariners and Seamen to navigate Merchant Ships and other Trading Vessels" after reciting, that it is necessary to give all fitting encouragement to persons to apply themselves to the Sea-service, and the Practice of Navigation, and also to Foreign Mariners and Seamen to engage in the British Service, "It is enacted, that the following persons shall be *exempted from being impressed*, viz.

"Every person being of the age of fifty-five and upwards; and every person not being eighteen years of age; and every Foreigner being a Mariner, Seaman, or Landsman, who shall serve in any Merchant Ship belonging to a Subject of Great Britain."

And "for the encouragement of able-bodied Landsmen, to betake themselves to the Sea-service" every

every person of what age soever he be, *who shall use the Sea*, shall be freed, &c. for *Two* years, to be computed from the time of his going to Sea, &c.

So likewise every person, who, not having before used the Sea, shall *bind himself Apprentice* to serve at Sea, shall be exempted from the Impress for *three* years from the time of binding himself; and the Admiralty are directed to grant protections accordingly in all cases, without Fee or Reward.

Harpooners, Line-Managers, and Boat-Steerers, in the Southern Whale-Fishery, are exempted from being impressed by the Statute 26 Geo. III. cap. 50. § 25. And by 32 Geo. III. cap. 22. § 5. they are allowed, when not employed in the Fishery, to sail in the Coal Trade, on giving Security to the Custom-House. By this latter Act Seamen in the Fishery, are also protected from the 1st of February in any year till the expiration of the then next Season, and the completion of the Voyage home: But this extends only to the proportion of six Harpooners, six Line-Managers, and eighteen Common Seamen, to every 400 Tons. To protect these persons, the Owner of every Ship must deliver on Oath, to the Collector of the Customs at the Port, a List of their Names, and the Capacities in which they are to act.

By Statute 2 Geo. III. cap. 15. "For supplying London and Westminster with Fish, and to protect and encourage Fishermen." All persons coming under the four following descriptions, employed in the Fisheries of these Kingdoms, are exempted from being

being impressed into the King's Service, viz. 1st. Masters of Fishing Vessels, who, either themselves or their Owners, have, or within six months before applying for a Protection, shall have had one or more Apprentices, under sixteen years of age, bound for five years, and employed in the business of Fishing. 2dly. All such Apprentices, not exceeding four, to every Master or Owner of a Fishing-Vessel of 30 Tons burthen, or upwards; and two to every Vessel under 30 Tons, during the time of their Apprenticeship, and till the age of Twenty Years, they continuing for the time in the business of Fishing only. 3dly. One Mariner, besides the Master and Apprentices, to every Fishing Vessel of 10 Tons burthen, or upwards, employed on the Sea-Coast, during his continuance in such service. 4thly. Any Landman entering, and employed on board such Vessel, for two years from his first going to Sea, and to the end of the Voyage then engaged in, if he so long continue in such service.—20*l.* Penalty recoverable before one Justice, and leviable by Distress and Sale, is imposed on Officers, &c. impressing persons protected under this Act or taking away their Protection from them.

The Legislature has here also taken care to inflict punishments on such as wilfully abscond or conceal themselves:—on these occasions, private Gratification must give way to the Public Service.

By a Statute of the 2d and 3d of Philip and Mary, cap. 16. § 8. Persons using the occupation of rowing betwixt Gravesend and Windsor, withdrawing

themselves in time of pressing were to be imprisoned two weeks, and banished from rowing on the Thames for one year and a day.

And now by Statute 4 Ann. cap. 19. § 18, If any Waterman (being duly summoned by notice in writing, at his usual abode, by the Watermen's Company, shall not, within ten days, appear before the Company in order to be sent to his Majesty's Fleet) he shall, on conviction before the Lord Mayor and Aldermen, or before two Justices and two Rulers of the Company, suffer one month's Imprisonment, and be disabled to work on the Thames for two years, &c.

By Statute 9 Ann. cap. 26. § 1, Every Fisherman summoned by the Court of Assistants of the Fisherman's Company, in order to be entered and to serve in the Navy, who shall refuse or neglect to appear, shall be sent on board the Fleet, and be disabled from fishing on the Thames for two years.

All disorderly Men, Servants and all Persons, as well Men as Boys, who are deemed Vagrants, and sturdy Beggars (not being Felons) may be taken up and sent into the Navy.—2 and 3 Ann. cap. 6. § 16.

Having thus stated the restraints to which *Seamen*, *Watermen*, and *Fishermen*, are subject, when their Country requires their Services; it becomes proper in this place, to bring under the Review of the Reader what the Country has done in return for their Services, when the Sailors are maimed or wounded and unable to support themselves:—To all such, an Asylum and Support is provided by the splendid Foundation of

Greenwich Hospital.

By Statute 7 and 8 William III. cap. 21, This noble Charity, the Pride of Englishmen, and the Refuge of English Sailors, was founded and endowed.—The first paragraphs of the Preamble to this Act, are too just an eulogium on this admirable Body of Men to be omitted in the present Treatise.

"Forasmuch (says the Act) as the strength and safety of this and other his Majesty's Realms and Dominions, do very much depend upon the furnishing and supplying his Majesty's Royal Navy, with a competent number of Mariners and Seamen, which may be in a readiness at all times for that service:

"And whereas the Seamen of this Kingdom have for a long time distinguished themselves throughout the world by their industry and skilfulness in their Employments, and by their courage and constancy manifested in Engagements for the defence and honour of their native Country: And for an encouragement for them to continue this their ancient reputation, and to invite greater numbers of his Majesty's Subjects to betake themselves to the Sea, it is fit and reasonable that some competent Provision should be made, that Seamen, who by Age, Wounds, or other Accidents, shall become disabled for future service at Sea, and shall not be in a condition to maintain themselves comfortably, may not fall under Hard-

ships and Miseries, and may be supported at the Public Charge; and that the Children of such disabled Seamen, and also the Widows and Children of such Seamen as shall happen to be slain, killed, or drowned in Sea-service, may in some reasonable manner be provided for and educated :"—

The Preamble then goes on to state, that his Majesty and his late Queen (Mary) having determined that an Hospital should be erected and endowed for these purposes, had by their Letters Patent, dated October 25, 1694, granted a piece of ground, part of their Manor of *East Greenwich*, together with the *Palace* of Greenwich, to be converted into the said Hospital: And that his Majesty, in further execution of this purpose by his Letters Patent, dated the 10th of September 1695, had appointed Commissioners, and given directions for carrying on and perfecting the Plan.

The Act proceeds to prescribe a general Registry of Seamen; but this part was repealed by 9 Ann. cap. 21. § 64.

Towards the support of the Hospital thus founded it is enacted by the said Statute 7 and 8 William III. cap. 21. (enforced by 10 Ann. cap. 17; and extended by 2 Geo. II. cap. 7. to Jersey, &c. and by 18 Geo. II. cap. 31. to Privateers) that every Seaman or other person employed either in the Royal Navy, or in any Ship belonging to any Subject of Great Britain or Ireland, and every Master or Owner navigating

gating his own Ship, whether employed on the high Sea or Coasts of the same (except Apprentices under eighteen, persons employed on the Coasts in taking Fish brought fresh on Shore, and persons employed in Vessels trading on Rivers only) shall pay the sum of *Sixpence per Month*; which the Master, Owner, &c. of every Ship is to detain out of the Wages, &c. payable to the Seamen, and to pay the same to the proper Officers, appointed by the Admiralty.

Masters, Commanders, or Owners, of Merchant Vessels, (or Transports employed by Government, 2 Geo. II. cap. 7, § 5.) refusing to appear when summoned before the Collectors and Receivers of the said duty, and answer upon Oath as to the number and times of service of the Seamen, &c. employed in their Vessels, shall forfeit 20*l.*—On the Commanders or Owners of Privateers so refusing to appear, the Penalty is 50*l.* all recoverable by Action in any Court of Record.

If the Master of any Ship shall attempt to go to Sea before the Duty for the preceding Voyage is paid:—The Receivers of the Duty may stop the Ship.—10 Ann. cap. 17. § 4.

The Master or Commander of a Privateer, sailing from any Port shall give to the Collector of the Customs, a List of his men; and on return shall give a copy of the List, with an Account of what is become of those Men wanting, under a Penalty of 50*l.*

In

In addition to the advantages derived by Seamen in the Navy, through the medium of Greenwich Hospital, there is another Foundation, denominated the *Chest at Chatham*, established by Queen Elizabeth and her Council, but not hitherto regulated by any Act of Parliament: This is supported by the *Run-Money*, i. e. Wages forfeited by Seamen having deserted, and by certain other Forfeitures of unclaimed Wages, &c. the amount of all which is applied to the relief of Seamen in minor cases of distress.

Besides these Institutions so honourable to the Nation, with respect to Mariners serving in the Navy, others have also been established for Nautical People in the Merchants' Service. Among these (as the object relates particularly to the River Thames) may here be mentioned—

The Merchants' Seamen's Institution.

The Preamble to the Statute 20 Geo. II. cap. 38. (which first founded this Establishment) recites the Acts for the Establishment of Greenwich Hospital, as also certain Provisions in the Acts 10 Ann. cap. 17; 8 Geo. I. cap. 24; 8 Geo. II. cap. 29. extending the benefit of the Hospital to Seamen wounded, and in the Merchant's Service: "But that the Hospital was not capable of receiving, nor the Income thereof sufficient to provide for, the Seamen in the Service of the Royal Navy, who were wounded, maimed, or worn out by age, or otherwise entitled

entitled to the benefits thereof, so that the Seamen in the Merchants' Service, maimed and disabled in fight, had seldom or never been admitted into the said Hospital, though entitled thereto, and proper objects of Charity: And that there was no Provision at all made by either of the said Acts for such Seamen in the Merchants' Service, or for the Widows or Children of such as should be killed, slain, or drowned in the said Service: That the Seamen in the said Service were willing to allow sixpence per month out of their Wages to be applied to those purposes: That the Seamen in the Merchants' Service had manifested their Courage and Resolution, and deserved all due encouragement: And finally, that the establishing the said Charity, would tend to the honour and good of the Public:"

By the said Act therefore certain persons therein named, and their Successors, are incorporated by the name of the *President and Governors for the Relief and Support of the sick, maimed, and disabled Seamen, and of the Widows and Children of such as shall be killed, slain, or drowned, in the Merchants' Service*; and enabled to purchase Lands for building an Hospital.*

Provisions are made for the reception of Seamen disabled in the Merchants' Service, and in certain cases for their Widows and Children: And it is

* The Office of this Corporation is over the Royal Exchange.

enacted,

enacted, That for the effecting the purposes of the Act every Seaman and person serving in any Merchant-Ship, or any private Ship or Vessel belonging to Subjects in England; and every Master or Owner navigating his own Ship (except Apprentices and other persons excepted in the Greenwich-Hospital-Acts, and Pilots) shall pay sixpence per month out of their Wages; to be deducted or detained by the Master or Owner, and paid to a Receiver to be appointed by the Governors, for the Port of London, or other Port to which the Ship belongs: And the same powers are given to the Receivers, and Penalties inflicted (recoverable in any Court of Record in England) on Masters or Owners, as in the case of the Duty payable to Greenwich Hospital. The Merchants-Venturers of Bristol, and the Trinity-House of Hull are made Trustees for the Duties received at their respective Ports.

While the Legislature has thus laudably provided for this useful Class of Men when disabled, and their Families when they have fallen in the Service of their Country:—It is to be lamented, that although much has been done to shelter them against Frauds and Impositions, in their intercourse with Society, yet more is necessary, as will be seen from the following *Suggestions*, &c.

Suggestions

Suggestions for the Relief of Mariners, against Imposition by Crimps, &c.

It has been already stated, that the payment of Wages and Prize-money in the Royal Navy is regulated by several Statutes passed for the purpose. It is to be feared, however, that the very useful Restraints imposed by these Statutes are in too many instances eluded, and are in others ineffectual; and as they do not extend to the case of Merchant-Ships and Letters of Marque, many Abuses exist in that Department which call for Legislative Interference. Notwithstanding also the Laws which have passed with respect to the hiring of Mariners in the Merchants' Service, the difficulty of procuring Men, particularly in time of War, is the cause of much imposition and inconvenience. These Evils and their Remedies are the subject of the following

PROPOSITION

For regulating and controlling Crimps, and Dealers in Seamen's Wages and Prize-money.

There are two classes of Men, who are at present great Nuisances in the Maritime Affairs of the River Thames. Those in the first Class, consisting of about one hundred individuals, are denominated

CRIMPS.

Crimps.

These men profess to procure Seamen for outward-bound Ships. They frequently lend small sums to thoughtless Mariners, or allow them to run scores at the Alehouses which some of them keep, or get them into their debt for Board and Lodging.

When Seamen are wanted, application is made to these Crimps. In many instances where Ships have lost men, and are upon the point of sailing, they take the advantage of the Captains, who are often strangers, by insisting on an extravagant sum of money being deposited. No other means exist whereby Seamen can be procured.—The time presses.—The Ship is on the point of sailing, and the Ship-Masters have no other alternative but to comply.

Men are of course procured, who frequently run away before the three Days elapse, when they are required by 2 Geo. II. cap. 36. to sign the agreement under which the Penalties of the Law attach for Desertion; and the Money is thus lost, as the Crimps pretend the Seamen have received it, although many instances occur where the strongest suspicion is excited, that the Desertion arises from a preconcerted plan between the Crimps and the Mariners, that they may, after the Ship for which they are intended sails, be enabled through the same medium to commit Frauds upon others; but even where this is not the case, the only means of recovering the Money from the

the Crimps, being by an Action at Law, the process of which is dilatory and tedious, and where an expence must be incurred in the first instance, to an amount frequently equal to, or more than, the sum advanced; Strangers decline this mode of seeking Justice. The Crimps are aware of this, and continue their Impositions and Frauds with impunity. With a very few exceptions the chief part consists of men of very loose and abandoned characters, and some who pretend to follow this profession have actually been discovered to be Thieves upon the Town, and persons who have been imprisoned on Charges of Felony, and punished for various Offences.

The Evil is of great magnitude; since independent of the money of which Ship-Masters are frequently defrauded, Commerce and Navigation is obstructed in a very considerable degree, by the machinations of such Miscreants.

To remedy these Evils, the following Suggestions are offered:

1st. That all persons acting in any instance whatever as Crimps, or who undertake to procure Seamen for Ships in the Merchants' Service, shall be annually licensed by the Magistrates, and shall enter into recognizance with two Sureties for their good behaviour; with power to Magistrates, as in the case of Alehouses, to refuse Licences to men of loose conduct, or of known bad Character.

2d. That in all cases where Crimps refuse to return the Money advanced to procure Seamen, whether the same relates to the Premium or the Wages allotted to such Seamen,

Seamen, where they desert before the Articles are signed, it shall be lawful for any Justice having legal Jurisdiction, on the Complaint of the Party aggrieved, to issue a Warrant to bring such Crimps before them, and if they refuse to return the Money, on due proof being offered to the satisfaction of the Magistrate, that the men have absconded clandestinely, it shall be lawful to convict such Crimp in a penalty equal to the sum advanced, and to commit the Offender to prison until paid. —And the said penalty shall be paid over immediately to the Party aggrieved, and be considered as a full compensation for all claims on the said Crimp.

This Licensing System, instead of throwing any obstacle in the way of procuring Seamen, would tend greatly to facilitate it. By narrowing the competition a select class of men would be introduced into this branch of Maritime Police, who would find it their interest to conduct the business honestly and on moderate terms: While the penalty inflicted would not only destroy all confederacies between the Crimp and the Seamen; but also render the former more careful in preventing the escape of those who have entered into engagements, and prove an incalculable benefit to the Trade of the Port.

3d. That Crimps, in making engagements to procure Seamen, should have a *stipulated allowance*, and should be restrained by Law, from taking any Commission exceeding 10s. 6d. per man; one half to be paid by the Ship-Master, and the other half deducted from the Wages deposited for the use of the Seamen; who shall receive the whole surplus without any other deduction whatsoever, under the penalty of Five Pounds.

This Regulation would protect ignorant thoughtless Mariners from the gross impositions practised upon them by not a few of the present criminal herd of *Crimps* and *pretended Crimps*, who at present afflict the Trade of the River Thames.

The Second Class of persons who are found in general to be great Public Nuisances, are those who pretend to be

*Dealers in Seamen's Wages, and Purchasers of Prize-Money.**

The known improvidence of the general run of Seamen seems to require an additional degree of protection against that Fraud and Pillage, and those gross Abuses, to which their total ignorance of the means of protecting themselves, their peculiar situation, their habits in life, and their thoughtless disposition peculiarly expose them.

Unguarded and unprotected as these careless though useful members of the State, are at present, it is scarcely a matter of wonder, that they should attract the notice, and arrest the attention of these Harpies, who prey upon the Public in a great Metropolis, and who are ever to be found in all the principal Commercial Towns, ready to advance Money on

* Those who follow the profession of Crimps are, almost without exception, Dealers in Seamen's Wages, and Purchasers of Prize-Money.

Assignments being made by Seamen of Wages due; or to purchase Prize-money under circumstances greatly to the disadvantage of the Seamen with whom they connect themselves, always injurious to their families, and defeating in the result every means which might be established to secure a provision against Old Age and Infirmities.

As the individuals who profess to deal in Seamen's Wages, and to purchase Prize-Money at the same time, are with some few exceptions, a very depraved Class of Men: It seems highly expedient, that they also should be placed under Police Regulations, whereby they may be confined to the honest part of their profession, and restrained from committing acts of Fraud and Oppression.—For this purpose it is humbly proposed:

1st. That all persons who are in any respect directly or indirectly concerned in the purchase of Seamen's Wages or Prize-money, or who shall, with a view to their own benefit and advantage, advance Money to Seamen or Mariners, on receiving a Power of Attorney, or Will and Power, or other Authority whatever, to receive either Wages or Prize-money, shall be annually licensed by Magistrates, and enter into a recognizance with two Sureties for their good behaviour; and that the Magistrates should have power, as in the case of Alehouses, to refuse Licences to persons of loose conduct, or notorious bad character.

2d. That no Dealer in Seamen's Wages shall be entitled to receive a larger Premium than 7½ per cent. for the Money advanced, besides legal interest, until the said Money

is

is refunded; nor shall any such Dealer purchase the Wages due to any Seaman, at a greater discount than 10 per cent. or charge any advance on the Cloaths or Necessaries furnished, under a Penalty of double the amount of what has been received, contrary to Law, recoverable before any one Magistrate: With powers to such Justice, on the Complaint of the Party aggrieved, to issue his Warrant, to bring the Offender before him, and to convict him on due proof.

3d. That no person dealing in Prize-money due to Seamen, or undertaking, by virtue of Powers of Attorney, to receive such Prize-money, (other than regular Agents appointed by the Captains, Officers, and Ship's Company) shall be legally entitled to receive either the Wages or Prize-money of Seamen, until the Will and Power granted shall be first registered in the Merchants' Seamen's Office, with the Name, Country, and place of Nativity, and last Abode of the Seamen, and Security given, to render a just and fair account of the Balance due, after allowing the legal Commission for trouble; which balance shall be placed to the credit of the Seaman to whom it belongs, and shall form a Fund under the management of the Institution for the maintenance of his Family, or his support in Old Age, in such way and manner as the Managers shall judge proper, according to the circumstances of the case; and in cases where after a certain time and due inquiry, no legal Claimants appear, the Money thus obtained shall be appropriated to the Relief of Seamen in general.

These Regulations will operate powerfully in preventing the enormous Frauds and Abuses which are committed, and by which the worst and the most

criminal Classes in the Community, are suddenly and unwarrantably enriched.

The Purchasers of Seamen's Wages, and of Prize-money, are in the habit of going to Gravesend and the Nore, when Fleets arrive, and having provided Boats they go on board the Ships for the purpose of bringing the men on shore, that they may avoid the Press. They charge them an exorbitant price for landing them with their Chests and Bedding, and afterwards for concealment: By entertaining them and furnishing Lodging, Liquor, and Cloaths, and in many instances bringing Women to them, the Seamen get suddenly in debt. They are then arrested, and when locked up and in distress, compelled to give a *Will and Power* to the Crimps to receive their Wages, Prize-Money, and every thing belonging to them in case they should die. The Crimps next procure the Sailors another Ship, for which the Captain pays them Two Guineas Crimpage, and a certain sum in addition is paid by the men. When the Sailors go upon their new Voyage, the Crimp receives their Wages, Prize-Money, &c. and makes what use of their Property he pleases. Instances have been known where a Seaman has brought home from 30*l.* to 40*l.* and in a fortnight after he has been 14*l.* or 15*l.* in debt. Nothing can exceed the oppression which these poor people suffer, while the Crimps make large sums of Money, and live very extravagantly and profusely.

It

It is also the practice of these Miscreants, besides charging 1*s*. 6*d*. in the pound for the Money advanced, to furnish Cloaths and other Necessaries, charging, (as has been stated to the Author) in many instances, from 50 to 100 per cent. on the actual Cost, by which the Seamen are suddenly brought in debt; and the more so as men coming from long Voyages are generally in want of every necessary, and in this manner, their hard earnings, notwithstanding their high Wages, are speedily squandered, to the great injury of themselves and families.

This Division of the Subject ought not to be closed without noticing that valuable Institution, The Marine Society; which was incorporated by the Statute 12 Geo. III. cap. 67.: In the Preamble to that Act it is stated, that the Society, from the time of its Institution in June 1756, to the time of the passing the Act (in 1772) had clothed and fitted out five thousand four hundred and fifty-one Landmen to serve in the Navy, and also, six thousand three hundred and six Boys, as Apprentices to Officers in the Royal Navy, and Merchants' Service: That the incorporating the Society, and enabling them to carry into execution their charitable Designs, (*viz*.—"the fitting out and apprenticing or placing out poor distressed Boys" in the Navy or Merchant Service) would be of great advantage to the Country, "as being a means of supplying the Navy in time of War, with Seamen properly bred up and qualified; and contributing to the Commercial Interests of the

Nation in time of Peace; and also by assisting the *inward Police* thereof, in providing for the *idle*, and *consequently most dangerous* Members of Society:" The Governors are accordingly incorporated, and empowered to clothe and fit out poor distressed Boys, and to bind them Apprentices, as Servants to Officers in the Navy or Merchant Ships, with consent of the Boys' Parents when known. Such Apprentices are exempted from being impressed till they are eighteen years old. The Society is governed, and its Business managed by a President, six Vice-Presidents, and a Committee of Governors, elected annually at a General Court, of which there are four in a year: Their Office is over the Royal Exchange. This Society continues very fully to answer the laudable Purposes for which it obtained the Protection of the Legislature.

Of Offences in Navigable Rivers, Dock-Yards, &c.

Any person who shall, either by day or night, wilfully or maliciously pull down or otherwise destroy, any Lock, Sluice, Flood-gate, or other Work, on any Navigable River, erected, or to be erected, by Authority of Parliament, or who shall forcibly rescue any person being lawfully in custody for such Offence, shall be guilty of Felony, without benefit of Clergy, and shall suffer death.—8 Geo. II. cap. 20. § 1. made perpetual by 27 Geo. II. cap. 16. § 1.

Any person who shall, wilfully or maliciously, draw

or pluck up any Flood-gate, fixed or made in any Wear or Lock, erected or made by authority of Parliament, upon any Navigable River, shall on conviction before two Justices be committed to the House of Correction for one month.—8 Geo. II. cap. 20. § 2.

Any person who shall steal any Goods, Wares, or Merchandise, of the value of 40*s.* in any Ship, Barge, Lighter, Boat, or other Vessel or Craft, upon any Navigable River, Port of Entry or Discharge, or in any Creek belonging thereto, within Great Britain; or shall feloniously steal any Goods, Wares, or Merchandise, of the value of 40*s.* on any Wharf or Quay adjacent to any Navigable River, &c. or shall be present, aiding and assisting, in the commission of such Offences, shall be excluded from the benefit of Clergy, and shall suffer Death.—24 Geo. II. cap. 45.

The Laws at present existing, with respect to the embezzling of Public Stores in Dock-yards, &c. and their insufficiency to the object of prevention, have been already stated, and made the subject of discussion, by the Author of this Work, in Chapter IX. of the TREATISE *on the* POLICE *of the* METROPOLIS. It is, therefore, at present only necessary to refer the Reader to that Volume. See particularly page 261—263.

In the year 1795, an Act was passed (35 Geo. III. cap. 58.) for the registering of all Boats, Barges, and other Vessels, exceeding 13 Tons burthen: (and not belonging to the Royal Family, nor being

Pleasure-Boats.) The Preamble of this Act recited, "That it was expedient to ascertain the quantity of Vessels employed in the Inland Trade and Navigation of Great Britain, and the number of Men retained in navigating the same." It appears, however, to have been principally a measure of Revenue; as Vessels worked without being registered, were directed to be forfeited; and the Penalties were recoverable, as in cases of Offences against the Excise Laws; and surveying Officers appointed by the Admiralty to seize unregistered Vessels were to be rewarded by a share of the produce of the Seizure.

Under this Act, all Boats, Barges, &c. were to be registered with the Clerks of the Peace, and the Burthen, Owner's Name, and Place of Abode, &c. were to be painted on the outside of the Stern, on Penalty from 20*l.* to 5*l.*

The continuance of the Act was declared to be till April 5, 1798, and to the end of the then next Session of Parliament. This Law does not appear to have been continued, nor to be now in force. The time for registering Vessels was enlarged by § 3. of cap. 112 of the same Session.

A General View of the Nature and Principle of the Navigation Acts.

The present condition of our Marine (says *Blackstone*) is in a great measure owing to the salutary Provisions of the Statutes called the *Navigation Acts*; whereby

whereby the constant increase of English Shipping and Seamen was not only encouraged, but rendered unavoidably necessary. By Statute 5 Richard II. cap. 3, in order to augment the Navy of England, then greatly diminished, it was ordained, that "none of the King's leige People should ship any Merchandise out of or into the Realm, but only in Ships of the King's Leigeance, on pain of forfeiture." In the next year by Statute 6 Richard II. cap. 8, this wise provision was enervated, by only obliging the Merchants to give English Ships (if able and sufficient) the preference. But the most beneficial Statute for the Trade and Commerce of these Kingdoms is that *Navigation Act*, the rudiments of which were first framed in 1650, with a narrow partial View; being intended to mortify our own Sugar Islands, which were disaffected to the Parliament, and still held out for *Charles II.* by stopping the gainful Trade which they carried on with the *Dutch*, and at the same time to clip the wings of those our opulent and aspiring neighbours. This prohibited all Ships of Foreign Nations from trading with any English Plantations, without Licence from the Council of State: In 1651, the prohibition was extended also to the Mother-Country; and no Goods were suffered to be imported into *England*, or any of its Dependencies, in any other than English Bottoms; or in the Ships of that European Nation, of which the Merchandise imported was the genuine growth or manufacture. At the Restoration the former Provisions were continued

tinued by *Statute* 12 *Charles II. cap.* 18, with this very material improvement, that the Master and three-fourths of the Mariners shall also be *English* Subjects, under forfeiture of the Ship, and all Goods imported or exported.

This latter Provision is confirmed by the Statute 34 Geo. III. cap. 68, It is, however, occasionally relaxed in time of War: As in the instance of the Statute 33 Geo. III. cap. 26, which permits (during the present War) even three-fourths of the Mariners to be Foreigners. And by Statute 37 Geo. III. cap. 117, certain indulgences are allowed to the East-India Company, with respect to Foreign Vessels in the Country Trade in the East-Indies.

It has been stated and recognised by very respectable authority,* that the fundamental principles of our Commercial Jurisprudence, will be found chiefly in the Acts 12 *Charles II.* (*cap.* 18;) 13 and 14 *Charles II.* (*cap.* 11.) 22 and 23 *Charles II.* (*cap.* 26.) 25 *Charles II.* (*cap.* 7.) and 7 and 8 *William III.* (*cap.* 22.) which latter Act has been greatly extended and improved by the Act 26 Geo. III. cap. 60.

By this Act (26 Geo. III. cap. 60.) Every Ship or Vessel having a Deck, or being of the Burthen of 15 Tons, and belonging to a subject in *Great Britain* or *Ireland*, *Guernsey*, *Jersey*, or the *Isle of Man*, or any Colony, Plantation, Island, or Territory to his

* *See the Evidence of Mr. Irving the Inspector-General of Great Britain, before the Finance Committee of the House of Commons in their 4th Report—Appendix, L. 3.*

Majesty

Majesty belonging, must be *registered* by the person claiming Property therein; who is to obtain a Certificate of such Registry, in the Port to which the Ship or Vessel properly belongs; and the Certificate is to distinguish the Ship or Vessel, under one of these two Classes; Certificates of *British Plantation* Registry, or, Certificates of *Foreign Ships Registry, for the European Trade British Property.*

No Ship is to be permitted to clear out as a *British*-built Ship, or a *British* Ship, nor to be entitled to the privileges of a *British*-built Ship, or a *British* Ship, unless the Owner has obtained a Certificate of Registry; and any Ship parting from Port without being so registered, and obtaining such a Certificate, shall be forfeited.

Every Ship, not entitled to the Privileges of a *British*-built Ship, or a *British* Ship, and every Ship *not registered* as aforesaid, is deemed, although it may belong to *British* Subjects, to all intents and purposes, to be an *Alien or Foreign Ship.*

As often as the Master of a Ship is *changed*, a Memorandum thereof is to be endorsed on the Certificate by the proper Officer of the Customs.

The Owners to cause the Name by which a Ship is registered to be painted in a conspicuous part of the Stern, and such name is not to be changed.

If a Certificate of Registry is lost or mislaid, or if any Ship shall be altered in Form or Burthen, or from any denomination of Vessel to another, by rigging or fitting,

fitting, she must be *registered de novo*, and a new Certificate granted.

Masters of Ships are, on demand, to produce the Certificates to the principal Officer in any Port within the King's Dominions, or to the British Consul or chief Officer in any Foreign Port, on Penalty of 100*l.*—All Penalties and Forfeitures under this Act are to be sued for and recovered in Courts of Record, as in cases of Offences against the Customs: Officers seizing are to be rewarded as in the case of unlawful Importation.

The Act 34 Geo. III. cap. 68, contains several Regulations to enforce the foregoing Provisions. The Acts above cited also contain Regulations as to the Transfer of Property in Ships; which must in all cases be made by Bill of Sale or Instrument in Writing; and an acknowledgement and particulars of the change of property must be indorsed on the Certificate of Registry.

The prominent Features of the whole of this nautical Code, have, on the very respectable Authority already quoted, (see page 533) been stated to be as follows.

First, The securing to our own Shipping, as far as circumstances would safely permit, *the carrying Trade*, as the great source of our Naval Strength: *Secondly*, The confining our Trade, as much as possible, without exciting Jealousy in our Neighbours, to the Capital of *our own Merchants*, by *excluding Foreigners*,

reigners, who are not the Subjects of the Countries, of which the Articles are the Growth, Produce, or Manufacture, from becoming the intermediate Negociators: and *Thirdly*, The encouragement of our own Manufactures, by checking, through the means of absolute prohibitions, or high duties, the introduction into the home markets of such Articles of Foreign Manufacture, as might rival our own, especially those in a progressive state of improvement.

Under the operation of these great fundamental Laws (it seems universally admitted that) our Trade, our Navigation, our Revenue, and our Manufactures, have flourished beyond the example of all other nations.

Commerce early became an object of great importance in this Kingdom; and as the Merchants in all Countries possess a large proportion of the circulating medium, it was natural for the Government to look to imposts on Trade as a source of Revenue. Thus a System of Taxation was established, at a period almost coeval with the commencement of our Trade, and has been progressively extended ever since. In 1797, about nine millions of the gross, or seven millions of the net Revenue of Great Britain were drawn from Duties on Imports and Exports.

Besides the Acts above generally alluded to, several others, passed from time to time, and of a temporary and confined nature, require the continued attention of the Merchant and Ship-Owner. They will be found detailed at length with great accuracy in *Steele's Ship-Master's Assistant*. The general principles

ciples and bearings of them are admirably explained in *Reeves's History of the Law of Shipping and Navigation*, and very clearly arranged and abridged in *The Law Dictionary*, under the title *Navigation-Acts*.

The Revenue Laws.

The general nature of the Duty of Ship-Masters and Ship-Owners, &c. as relates to the Revenue, has been already explained in Chapter XIV. p. 389, &c. To what is there said, it does not at present seem necessary to add any thing more than the following short Extracts of a Law, which extends to all the Ports of the Kingdom.

By the Act 13 and 14 *Charles II. cap.* 11, Every Ship-Master shall within three days of his arrival from parts beyond the Seas, make Entry at the Custom-house (in London,) upon Oath, of the Burthen, Contents, and Lading of such Ship, with the Marks, Numbers, Qualities, &c. of every Parcel of Goods, to the best of his knowledge; also, where she took in her Lading, of what Country built, how Manned, who was Master during the Voyage, and who are Owners. And in all Outports of the Kingdom or their Members, shall come directly up to the place of Unlading, as the condition of the Port requires, and make Entries as aforesaid, on Penalty of 100*l.*

By § 3 of the same Act, No Master of any Ship, whether British or Foreign, bound for parts beyond the Seas, shall ship any English Goods to be exported, until he shall have entered such Ship at the Custom-

Custom-house of the Port of Lading, together with the Name of such Ship-Master, the Burthen of the Ship, the Number of Guns and Ammunition, and to what part she intends to sail, and before she shall depart shall deliver at the Custom-house a Content of the Names of every Person who shall have put on board any such Goods, together with the Marks and Numbers, and shall publicly, in the Custom-house, upon Oath, to the best of his knowledge, answer such Questions, as shall be demanded concerning such Goods, on pain of 100*l.* And no Captain of any Ship of War, wherein Goods shall have been brought from beyond Sea, shall suffer to be discharged into any Lighter, or lade on Land any Goods, before such Captain shall have declared under his hand, to the Officers appointed at the Custom-house, the Names of every Lader of Goods, together with the Number and Marks, and the Quantity and Quality of every Parcel to the best of his knowledge, and shall have answered upon Oath, such Questions concerning such Goods as shall be publicly required, at the Custom-house; and shall be liable to all Searches and other Rules, which Merchant-Ships are subject to, by the usage of the Custom-house (Victualling Bills and Entering excepted) under Penalty of 100*l.*

Of the Laws respecting Quarantine.

The most important of these is the Statute 26 Geo. II. cap. 6. which is explained by 29 Geo. II. cap. 8. and further enforced by 28 Geo. III. cap. 34.

and

and 38 Geo. III. cap. 33. In these Acts, and the Act 12 Geo. III. cap. 57, are contained Provisions for purchasing and building Lazaretto's. The System is, however, by no means complete, especially as regards the latter particular; as instead of Land Lazarettos, Vessels are made use of in a way which perhaps tends rather to the increasing than the preventing of the danger to be apprehended from this dreadful malady.*

The following Regulations in these Statutes require the attention of Ship-Masters,—"All Vessels arriving, Persons coming, and Goods imported, into Great Britain, or the Isles of Guernsey, Jersey, &c. from Places whence his Majesty, by advice of his Council, may judge it probable the Infection of the Plague may be brought, shall be obliged to make their Quarantine in such place, and in such manner, and for such time, as directed by order of Council, notified by Proclamation, or published in the London Gazette; and all Persons and Goods on board such Vessel, and all Vessels, Boats, or Persons, receiving any Goods or Persons out of the same, are to be subject to the same Orders—."

The Orders of Council on this subject vary according to the Exigency of Circumstances.—Those

* *See the 23d Report of the Finance Committee of the House of Commons.—And the Appendix thereto; B.* (7) *B.* (8) *B.* (9.) *as to the Quarantine Service at Hull, Liverpool, and Portsmouth.*

at present existing will be found in *Steele's Ship-Master's Assistant.*

Ships or Vessels bound to the Port of London, or any Member, Creeks, or other Parts thereof, or to the River Thames or Medway must perform their Quarantine in Standgate Creek.

" If the Plague actually appears on board any Vessel, being to the northward of Cape Finisterre, the Commander is immediately to proceed to the harbour of St. Helen's Pool, between the Islands of St. Helen's Teen, and North Withel, (being off the Islands of Scilly,) or to such other place as his Majesty in Council, shall from time to time appoint; where being arrived, the Master shall make known his case, to an Officer of the Customs, who is to acquaint some Custom-house Officer of a near Port in England with it, and he is with all speed to send intelligence thereof, to one of the principal Secretaries of State. The Ship must wait until his Majesty's pleasure is known, and none of the Crew must go on shore. In case the Commander cannot make the Island of Scilly, or is forced up either of the Channels, he must not enter into any Port, but remain in some open Road till he receive Orders from his Majesty or Privy Council; and must take care to prevent any one from going out of the Ship, and avoid all intercourse with other Ships or Persons. The Master or any other Person on board, for disobedience herein, incurs the punishment of Felony, without benefit of Clergy;

Clergy; for which he may be tried in the County where the Offence is committed, or where he is apprehended.

"When any Place is infected with the Plague; or when any Order made by his Majesty concerning Quarantine, if any Vessel attempt to enter into any Port in Great Britain, &c. the principal Officer of the Customs, or Person appointed to see Quarantine performed, must go off, or cause some other Person so to do, and, at convenient distance, demand the Name of the Ship and Commander; at what Place the Cargo was taken on board; what Places she touched at in her Voyage; and whether any and which of them were infected with the Plague; how long she had been on her Passage; how many Persons were on board when she set sail; whether any, and what Persons on board, during the Voyage, had been, or are, infected with the Plague; how many died in the Voyage, and of what Distemper; what Vessels he, or any of his Ship's Company with his privity, went on board, or had any of their Company come on board his Vessel, in the Voyage; to what Place such Vessels belonged; and finally, the true Contents of his Lading, to the best of his knowledge. If it appears that any Person on board is infected, or the Ship is obliged to perform Quarantine, the Officers of his Majesty's Ships of War, Forts, or Garrisons, or any other Officers, are, upon notice given them, to oblige her to go to the Place appointed for that purpose, by any Force or Violence necessary.

And

And if the Vessel came from a Place infected, or has any body on board infected, the Commander, or Person on board having charge, concealing it, is made guilty of Felony, without benefit of Clergy, and not making a true discovery in any other the aforesaid particulars forfeits 200*l.* recoverable in the superior Courts of Record, or the proper Courts in Jersey, &c.

" Every Commander of a Vessel ordered to perform Quarantine, upon his arrival at the Place, is to deliver to the chief Officer appointed to see Quarantine performed, such Bill of Health or Manifest, as he has received from any British Consul, during his Voyage, together with his Log-Book and Journal, on forfeiture of 500*l.* recoverable in the same manner.

" Every Commander of a Vessel having notice to perform Quarantine, if he goes on shore, or on board any other Vessel, or knowingly suffer any Seamen or Passenger to do so (without Licence) before Quarantine is duly performed, or does not cause the Vessel and her Lading to be conveyed to the Places appointed for that purpose, respectively, within convenient time, after due notice, shall forfeit 500*l.* for every Offence; and any person so quitting the Vessel may be compelled to return on board, and for every Offence is to suffer six months' imprisonment, and forfeit 200*l.* recoverable as before-mentioned."

If a Pilot quits the Ship, contrary to an Order of the King in Council, though perhaps he is liable to the last mentioned Penalty; yet under the first Clause of Statute 26 Geo. II. cap. 6. which contains a general

a general Prohibition, without any particular Penalty, he may be indicted for a Misdemeanor, and punished at the discretion of the Court.

" The proper Officers authorised to put in execution the Orders of his Majesty in Council, are to compel Persons obliged to perform Quarantine to repair, and cause the Goods comprised in that order to be conveyed to the Houses, Lazarettos, or other places provided for their reception.

" Persons wilfully refusing or neglecting to repair thither, within convenient time after due notice, or escaping, or attempting to escape, from thence before Quarantine is duly performed, may be compelled to repair or return thither, by such force as the case may require; and the person so refusing or neglecting to repair thither, or actually escaping from thence, is to be adjudged guilty of Felony, without benefit of Clergy.

" Any Person not infected, entering into a House, Lazaretto, or other place, while Persons infected with the Plague, or under Quarantine, are there, and attempting to return from thence, (unless by proper Licence,) may be compelled by the Watchman or Guard upon duty to return thither and perform Quarantine; and, in case of actual escape before it is duly performed, shall be adjudged guilty of Felony, without benefit of Clergy.

" Any Officer of the Customs, or other Person, whose business it is to execute the Orders concerning Quarantine, for every wilful breach or neglect of duty, is

to forfeit his Office, and be incapable of a new Grant thereof, and also forfeit 100*l.* (recoverable as before-mentioned;) and for embezzling or wilfully damaging any Goods under his direction, is liable to treble Damages and full Costs.

"After Quarantine has been duly performed by any Vessel or Person, upon proof by the Oaths of the Master, and two of the Persons belonging to the Vessel, or of two Witnesses, before the Customer, &c. of the Port where it was performed, or of the next Port, or of a Justice of the Peace near such Port, or two Jurats or Magistrates of Jersey, &c. that such Vessel and Persons have duly performed Quarantine, and are free from Infection; and after producing a Certificate to that purpose, from the chief Officer who superintended the Quarantine; the Persons before whom the proof is made, are to give a Certificate thereof, and the Vessels and Persons are liable to no farther detention.

"Any Person demanding or taking any Fee or Reward for any Oath, Order, or Certificate, directed by this Act, forfeits 100*l.* recoverable with treble Costs, in the same manner as other Penalties.

"Any Person directed to see Quarantine duly performed, or appointed as a Watchman, deserting from his duty, or knowingly suffering any Person, Ship, or Goods, to depart or be conveyed from the place appointed for the performance of Quarantine, unless by proper Licence; or any Person giving a false Certificate of a Ship's having duly performed her Qua-

rantine, is to suffer Death, as in cases of Felony, without benefit of Clergy.

"Any Person wilfully concealing from the Officers of Quarantine, or clandestinely conveying any Letters, Goods, or Merchandise, from a Ship under or liable to perform Quarantine, or from any other place where Goods are performing Quarantine, shall suffer death, as in cases of Felony, without benefit of Clergy.

"When any part of Great Britain, Ireland, &c. or France, Spain, Portugal, or the low Countries, is infected with the Plague, his Majesty may, by Proclamation, prohibit any small Boat or Vessel, under the burthen of 20 Tons, from going out of any Port of Great Britain, &c. until Security is given by the Master, in the Penalty of 300*l.* that she shall not go to, or touch at, any Country, Port, or Place, mentioned for that purpose in such Proclamation; and that no Person on board the Ship, shall go on board any other Vessel at Sea; and that he shall not suffer any person to come on board her from any other Vessel at Sea; and that he shall not receive any Goods or Merchandise out of any other Vessel: Any Boat or Vessel, going out before such Security is given, shall be forfeited, and the Master and every Mariner convicted of sailing in her, by the Oath of one credible Witness, before a Justice of the Peace, where the Offender is found (or by the Courts in *Jersey*, &c.) shall forfeit 20*l.* leviable by Distress and Sale; and for want of Distress, the Offender shall be committed to Prison for three months."

In addition to the foregoing Rules, the principal

Officer of the Customs, or such person as shall be authorised to see Quarantine duly performed, is empowered by 28 Geo. III. cap. 34, to demand of the Commander of any Ship attempting to enter into any Port in Great Britain, Ireland, &c. a true account of the following particulars; (that is to say,) whether his Ship or Vessel touched at the Isle of Rhodes, the Morea, or any part of the Coast of Africa, within the Mediterranean or Levant Seas, or the Port of Mogadore; or whether any of the Ship's Company, or any other person on board his Ship or Vessel, had, during the Voyage homeward, in any manner whatever, any communication with any Ship or Vessel coming from any of those Countries? What Pilot or Pilots, or other Person from the Shores of Great Britain, Scilly, &c. have been on board his Ship or Vessel, or had any communication with his Ship's Company in any manner whatever during the Voyage homewards? And whether any of his Ship's Company had been sick, and of what disorder, in the course of a Voyage, or were so at the time the particulars are demanded? And in case such Commander shall give a false Answer to any of the Particulars, he shall forfeit 200*l.* recoverable as under the former Act.

By 38 Geo. III. cap. 33. § 2, If any Pilot shall conduct any Ship or Vessel liable to the performance of Quarantine into any place which shall not be appointed for the reception of Ships and Vessels

so liable to the performance of Quarantine, unless compelled by Stress of Weather, such Pilot shall forfeit 100*l.* recoverable as under the Revenue Laws.

By the same Act, that and all former Acts regarding Quarantine, shall extend to all Diseases, which shall at any time be declared infectious by Proclamation, or by Publication in the Gazette, whether such Diseases be denominated *the Plague* or not.

Regulations respecting Convoys.

By Statute 33 Geo. III. cap. 66. § 8, If the Captain of any Merchant-Ship under Convoy, shall wilfully disobey signals or instructions, or any other lawful command of the Commander of the Convoy, or shall desert the Convoy without leave, he shall be liable to be articled against in the High Court of Admiralty for such disobedience, and, upon conviction thereof, shall be fined at the discretion of the Court, in any sum not exceeding 500*l.* and shall suffer such imprisonment, not exceeding one year, as the said Court shall adjudge.

By the Statute 38 Geo. III. cap. 76, "For the better protection of the Trade of this Kingdom, &c." generally known by the name of *the Convoy Act*, the Preamble of which recites, that "it will add to the security of Trade, to prevent Ships from sailing without Convoy," it is enacted, That no British Vessel [except such as are not required to be registered; or such

such as are licenced by the Admiralty to sail without Convoy; or are proceeding to join Convoy; or such as are bound to any Port in Ireland; or Coasting Vessels; or East-India or Hudson's Bay Ships; and in certain cases (by 39 Geo. III. cap. 32.) Newfoundland Ships] shall in future sail or depart from any Port or Place whatever, *unless under the Convoy or Protection of Ships appointed for that purpose.*

The Master or Commander of every such Ship or Vessel which shall sail under Convoy shall use his utmost endeavours to continue therewith during the whole of the Voyage, or such part thereof, as such Convoy shall be directed to accompany such Ship or Vessel, and shall not wilfully separate therefrom upon any pretence whatever, without order or leave from the Officer commanding such Convoy.

Any Master or Commander who shall, contrary to the Act, sail without Convoy, or shall afterwards desert or wilfully separate or depart from the same, without leave obtained from the Officer entrusted with the charge thereof, before such Ship or Vessel shall have arrived at the port or place of her destination, or so far on her Voyage as such Convoy shall be directed to accompany and protect her, shall forfeit for every Offence, 1000*l.*: And in case the whole or any part of the Cargo of such Ship or Vessel shall consist of Naval or Military Stores, he shall forfeit 1500*l.* But the Court in which any Action or Suit for the Recovery of the Penalty shall be

be tried, may mitigate the same, so as not to be less than 50*l.*

The Clause in 33 Geo. III. c. 66. noticed in p. 548, is, by this Convoy Act, ordered to be painted on a board, and fixed in some conspicuous part of every Merchant-Ship, on penalty of 50*l.*

In case of any Ship's sailing without Convoy all Policies of Insurance made thereon, or on Goods laden therein, by any Person privy to her sailing without Convoy, are declared null and void; and a penalty of 200*l.* is imposed on Parties to such Insurance, or Brokers, settling or paying any loss thereon.

Previous to clearing out from the Port, the Master or Commander must give Bond at the Custom-house, with one Surety in a penalty equal to the value of the Ship, not to sail without Convoy, nor to depart therefrom; and this extends to Ships clearing out in order to join Convoy.

The Penalties are recoverable by Action in the superior Courts.

Of obtaining Letters of Marque: and the Regulations to be observed in Consequence.

By Statute 33 Geo. III. cap. 66. § 15, All Applications to the Admiralty to obtain Letters of Marque must be made in writing, setting forth the exact description of the Vessel, specifying her Name and

and Burthen, Built, number of Guns, to what Place belonging, Owners' Names, and number of the Crew. All these particulars are to be inserted in the Letter of Marque, which is to be produced by the Commander to the Collector, Customer, or Searcher at the Port, from which the Ship shall be first fitted out; who is to examine the Vessel, and grant a Certificate of the Vessel's being of equal or greater force than stated; such Certificate to be deemed a necessary Clearance before the Ship's being permitted to sail: A Penalty of 1000*l.* is imposed on the Commander sailing without such Certificate, or with a force inferior to that specified in the Letter of Marque: Recoverable in any Court of Record; and also, not more than one year's imprisonment at the discretion of the Court.

By § 19 of the same Act, the Letter of Marque shall be forfeited in case of any Offences by the Owners or Commander of the Vessel, against the Revenue Laws.

By § 8 of 37 Geo. III. cap. 109. (for amending the foregoing Act 33 Geo. III. cap. 66.) the Commander of every Letter of Marque is directed to keep a Journal, containing an exact account of his daily Transactions, the capture of Prizes, and disposal thereof, and all information which he can obtain as to the Enemies' Fleets, their Force, Destination, &c. On his arrival at any Port of his Majesty's Dominions, he is to deliver up this Journal to the Chief Officer of the

the Customs, and verify the Contents on Oath. This Journal is by the Custom-house Officer to be transmitted to the Admiralty with an account of the Crew, &c. who are to be mustered on board in the Port, by the Tide-Surveyor. A new Certificate is to be granted by the Custom-house Officer of the Ship's being properly manned and armed: A Penalty of 100*l.* recoverable in any Court of Record, is imposed on the Custom-house Officer giving a false Certificate.

By § 9 of the same Act, directions are given for the conduct of Commanders on meeting Ships of War, or in the Service of the Revenue; to the Captains of whom they are to produce their Journal, as also to British Consuls at Foreign Ports, who are to act as Custom-house Officers are directed to do in British Ports.

A Penalty of 500*l.* recoverable in any Court of Record, is impossed on the Commanders of Letters of Marque, neglecting or transgressing any of the foregoing Regulations; and on swearing falsely they are liable to the Penalties of Perjury. By any such neglect or transgression the Letters of Marque also become null and void.

It may be proper also in this place to notice the restrictions on *ransoming Ships*, captured either *from* or *by* the Enemy.

By the said Statute 33 Geo. III. cap. 66. § 36, Any Commander of any Privateer, who shall agree for

for the ransom of any Ship, Vessel, or Cargo, or any part thereof, after the same shall have been taken as a Prize, and shall in pursuance thereof, actually quit, set at liberty, or discharge any such Prize, instead of bringing the same into some Port, (unless in case of extreme necessity, to be allowed by the Courts of Admiralty,) shall forfeit his Letter of Marque, and shall be punished by Fine and Imprisonment, at the discretion of the Court.

The 37th Section of the said Act provides, that it shall not be lawful for any Subjects to ransom, or contract, or agree to ransom, any British Ship or Vessel, or any Merchandise or Goods on board the same, captured by the Subjects of any State at War with his Majesty, or by any Persons committing Hostilities against his Majesty's Subjects.

All Contracts and Agreements entered into, and all Bills, Notes, and other Securities, given by any Person, for Ransom of any Ship or Vessel, Merchandise or Goods on board the same, are (by § 38 of the Act) declared to be absolutely null and void.

Any Person who shall ransom, or contract, or agree to ransom, any such Ship or Vessel, Merchandise, or Goods on board the same, shall, for every such Offence, forfeit 500*l.* recoverable with full Costs of Suit, in any Court of Record.

Respecting

Respecting Pilotage.

In addition to what is stated in page 345, as to Pilots under the Jurisdiction of the Trinity-House, for Ships *down* the Thames, it is to be observed, that by the Statute 3 Geo. I. cap. 13. (now in force till March 25, 1806) no Persons are permitted to pilot any Ships from Dover, Deal, or the Isle of Thanet, to any place in the Rivers *Thames* or *Medway*, but such as have been examined and approved by the *Trinity-House* of *Dover*, &c. and admitted into that Society; on Penalty, for the first Offence, of 10*l.* the second 20*l.* and for every subsequent one 40*l.* recoverable in the Court of Admiralty of the Cinque Ports, or in the superior Courts of Record. Masters or Mates of Vessels, or Part-Owners residing at Deal may pilot their own Vessels. And if a qualified Pilot is not ready within one hour, no Penalty attaches for employing a Pilot not of the Trinity-House. Masters may choose their Pilots, and if a Pilot is not employed at least twice a year, he is not to continue in the Society.

The Prices of Pilotage are also settled by this Act, viz:—

	£.	*s.*	*d.*
For Vessels drawing Seven Foot Water	3	10	0
For Vessels drawing Eight Foot Water	4	0	0

and

and 10*s.* additional, for every additional Foot in the Draft of Water, to seventeen Foot, for which the Rate is 8*l.* 10*s.* from *Dover*, *Deal*, or the Isle of *Thanet*, to any Place in the *Thames* or *Medway* :— No Allowance to be made for odd Inches.

A Pilot losing a Ship is for ever after incapacitated from acting. The number of Pilots is not to be less than One Hundred and Twenty, and their Names are every Lady-day to be fixed up in the Custom-Houses at London and Dover.

By the same Act all disputes relative to the Salvage of Anchors, Cables, &c. are to be determined (in twelve hours' time) by three Persons appointed by the Lord Warden of the Cinque Ports.

By § 14 of the Statute 7 Geo. I. cap. 21, The Lord Warden of the Cinque Ports, with the assent of the Commissioners of Load-manage, and of the Trinity-House, at a Court of Load-manage, is empowered to make Orders and Regulations for the better Government of these Pilots.

The Pilots in the Port of Liverpool have been regulated by Acts of Parliament, the last now in force is that of 37 Geo. III. cap. 78, of which an Abstract is given in *Steel's Ship-Master's Assistant*.

Of the Liability of Owners of Ships, for Losses or Embezzlement of Goods.

On this Subject there are two Statutes requiring the attention of Owners and Freighters.

The

The first of these is the Statute 7 Geo. II. cap. 15. the Preamble to which recites it to be "of the greatest importance to this Kingdom to promote the increase of Shipping, and to prevent any discouragement to Merchants, &c. concerned therein: That it had been held, that in many cases Owners of Ships were answerable for Goods shipped on board, although the same were made away with by the Master or Mariners, without the knowledge or privity of the Owners, by which means Persons were discouraged from adventuring their Fortunes as Owners of Ships; which would necessarily tend to the prejudice of Trade and Navigation:" For ascertaining and settling the question, therefore, it is enacted, that in future no Owner shall be liable to make good any Loss or Damage, by reason of any embezzlement, secreting, or making away, *by the Master or Mariners*, of any Gold, Silver, Jewels, or other Goods, or for any Act, Damage, or Forfeiture, occasioned or incurred by the Master or Mariners, without the privity and knowledge of such Owner, *beyond the value of the Ship, and the Freight for the Voyage.*

By the Statute 26 Geo. III. cap. 86, to explain and amend the foregoing Act, after reciting the above provision, and that all Masters, Captains, and Owners were by Law respectively liable to answer for the value of Goods shipped, notwithstanding they were lost by *Robbery*, *Fire*, or other Accident; other than by the King's Enemies, the Perils of the Sea, or the Act of God, or unless the Master or some of

the

the Ship's Company were privy to such Robbery; *in which case alone*, the responsibility of the Owners was by the former Act limited to the value of the Ship and Freight: To prevent, therefore, the responsibility to which the Owners, &c. still continued exposed, it is enacted, That *no Owner* of any Ship or Vessel shall be liable to answer for *any Loss* or Damage, by reason of any *Robbery*, Embezzlement, secreting, or making away with of any Gold, Silver, Jewels, or Merchandise, shipped on board any Vessel, or for any Act, Damage, or Forfeiture, occasioned or incurred *without the Privity of such Owners*, beyond the value of the Ship and Freight, *although* the Master or Mariners are not concerned in or privy to such Robbery: *Nor* for any Loss or Damage to any Goods or Merchandise whatsoever, by reason or means of any *Fire* happening on board the Ship: *Nor* for any Gold, Silver, *Watches*, or Jewels, unless the nature and value of them is, at the time of their shipping, inserted in the Bill of Lading, or otherwise declared in Writing, by the Shipper to the Owners or Master of the Ship.

These Acts also provide, that if several Proprietors of Goods should happen to suffer by such Robbery, Embezzlement, &c. and the whole value of the Ship and Freight should not be sufficient to compensate all their Losses the Proprietors shall be satisfied in average Proportion to the amount of the Losses; and that to ascertain the amount and proportion of such Losses, either the Freighters or the Owners may file

a Bill

a Bill of Discovery, in any Court of Equity. The Owners, on exhibiting every such Bill, are to swear, that they are not guilty of any collusion on the Subject.

It is expressly declared, that the Acts shall not lessen or discharge any remedy against the Master or Mariners.

Thus has the Author endeavoured to bring under the review of his Commercial and Nautical Readers, that species of Information with respect to the Laws of Commerce, Shipping, and Navigation, which cannot fail to be interesting, and of course likely to be useful and advantageous.

The mass of Information, which is thus compressed within so narrow compass, will prove also a convenience to Men of Business, whose time does not admit of that minute Investigation, to which it is only necessary to resort, where cases occur requiring legal discussion.

As a Directory through the Labyrinth of Commercial and Nautical Jurisprudence, this *General View* will be found desireable. It will require but a very short time to fix upon the mind a knowledge of what is required of Commercial and Nautical Men to perform; while a Beacon is held out, shewing the Pains and Penalties which it is necessary to avoid.

In no Work, which has come under the Author's notice,

notice, has the same comprehensive View been given of this interesting Subject, which may not be the less valuable, as much pains have been bestowed in stripping the acts of their Technical Phraseology and Verbiage, and reducing the extracts as much as possible, without doing violence to Accuracy in the Abridgements, to which the greatest attention has been paid.

It remains therefore, only for the Author to close this Work by a Summary View of such particular Laws, as may be considered as a Ground-Work for a Compilation, long and ardently called for by the Ship-Masters trading to the River Thames, namely, *The Rules and Regulations of the Port of London*, which will form the subject of the following and last Chapter.

CHAP.

CHAP. XVII.

Introduction, explanatory of the advantages of an Abstract of the Regulations applicable to the River Thames:—1*st. Legislative Rules respecting Pilots.*—2*nd. Revenue Officers.*—3*d. The Passage from Gravesend to London.*—4*th. Guns Shotted in the River.*—5*th. Gunpowder, and when and where to be Landed.*—6*th. Ships Mooring in St. Saviour's Dock.*—7*th. Vessels from Foreign parts.*—8*th. Ships Laden with Tobacco.*—9*th. Harbour Masters.*—10*th. Principal Regulations to be observed on the arrival of Ships at the Port of Discharge.*—11*th. By Vessels taking in Cargoes.*—12*th. Ships in Ballast.*—13*th. Ballast for Ships outward-bound.*—14*th. The Heating or Melting Pitch, or other Combustible Matter.*—15*th. Bumboats.*—16*th. Bye Laws of the Trinity Corporation, as they relate to the River Thames.*—17*th. Regulations of the General Meeting of the West-India Merchants, respecting Ships in that Trade.*—18*th. Legislative Regulations respecting Quays, Wharfs, and Wharfingers.*—19*th. Respecting the Hiring of Seamen.*—20*th. Incroachments and Nuisances on the River Thames.*—*And Lastly, General Observations on the Penal Statutes applicable to the River; the means of Prevention; and the mode of obtaining relief when Offences are committed.*

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AN ardent desire to convey that species of information, within the shortest possible compass, which may protect Ship-masters and others, trading to, or employed on the River Thames, against a variety of penalties, has produced the following Compendium, which may, in most respects, be considered as comprehending the principal Rules of the Port. If, by such a compilation, containing a concise Abstract of the Laws and Usages as they apply to the River Thames, good order should be promoted, in a greater degree than heretofore, and innocent and uninformed Ship-Masters and others instructed, with respect to the duties incumbent on them to perform, and the offences they ought to avoid, a considerable object will be gained in the improvement of the Police of the River Thames; as, by this species of knowledge, the unwary are forewarned, and a prospect opened, through the same medium, of lessening the demand for punishment, and diminishing the convictions on penal offences—while a greater degree of security is established with respect to the danger of conflagration.

Impelled by a strong sense of the importance of the object explained, and by an anxious wish, in some degree, to supply a deficiency, which has been long felt as a grievance, an attempt is now made to arrange, under the following Heads, a sketch of what may not improperly be denominated,

AN ABSTRACT OF THE LEGISLATIVE,

AND OTHER

RULES AND REGULATIONS

OF THE

PORT OF LONDON,

For the Information of Ship-Masters, and others frequenting the Port of London, or employed in different Pursuits on the River Thames, or the Wharfs, and Landing Places adjacent thereto.

SECT. I.—*Respecting Pilots.*

Every person taking upon himself the charge of any Ship or Vessel *(except Colliers and Coasters)* approaching the River Thames or Medway, or departing therefrom down the said Rivers, or through the North Channel, to or by Orfordness, or round the Long Sand-Head into the Downs, or down the South Channel into the Downs, or from or by Orfordness up the North Channel, or the River Thames, or Medway, must be piloted only by persons duly licenced and authorized under the Seal of the Corporation of the Trinity-House of Deptford Strond. By the Act of 5 Geo. II. cap. 20. every Pilot taking charge of Vessels as aforesaid, without being duly licenced, forfeits 20l. The Rates of Pilotage are settled by the said Corporation of the Trinity-House, under the Authority of the above-mentioned Act.

Pilots for Ships *up* the River Thames, must be licenced by the Trinity-House at *Dover*.

SECT. II.—*Respecting Revenue Officers.*

Every Ship-Master * on approaching the Port of London, inward-bound, (or departing outward-bound,) is to bring to at the usual places to receive Revenue Officers on board, for the purpose of examining the Cargo, who are to have access to every part of the Ship; and if the keys of chests, &c. are not delivered to them, or the places where the goods are stowed are not opened, the Tidesmen are authorized to send for their Superior Officers, who may open them.—Penalty 100l.—By the Act 27 Geo. III. cap. 13.

By the Stat. 9 Geo. II. cap. 35, If any Officer of the Customs or Excise, being on board of any Vessel within the limits of any Port, be forcibly hindered or beaten in the execution of his Office, the party or parties offending shall, on conviction, be transported for seven years:—And by 19 Geo. II. cap. 34, If any person shall shoot, maim, or dangerously wound any Officer of the Revenue, on attempting to go on board of any Vessel within the

* On coming within Four Leagues of the Coast, every Ship-Master is bound by the Act of 27 Geo. III. cap. 13. under a penalty of 100l. to produce his Manifest to the First Custom-House Officer coming on board, who shall certify the production on the back thereof.—He shall also furnish the said Officer with a Copy, who shall transmit the same to the Collector of the Port where the Goods are consigned, under the like penalty of 100l.

limits of the Port of London, (or any other Port,) or after such Officer is on board in the execution of his office, such offender or offenders, on conviction, shall suffer death.—And further, by 24 Geo. III. stat. 2. cap. 47, If any person on shore, or on board of any Ship, Vessel, or Boat, shall maliciously shoot at any Ship, Vessel, or Boat, or maim or wound any Officer belonging to the Navy, or to the Customs or Exercise, within the limits of the Port of London, (or any other Port in Great Britain, or within four leagues of the Coast,) while such Officers are attempting to go on board—or while on board—or returning, or otherwise acting in the execution of their duty, every offender shall, on conviction, suffer death; and further, by the Act of 19 Geo. III. cap. 28, If any person shall assault, resist, oppose, molest, or hinder any Officers of Customs or Excise, in Seizing any Goods liable to be Seized, or shall by force or violence rescue, or cause to be rescued, any of the said Goods after being Seized, or shall attempt to do so; or after such Seizures made, shall break or damage any Casks or Packages, where the same are contained; the parties offending, on conviction, may be imprisoned, in the House of Correction, for three months.

SECT. III.—*Time allowed to pass from Gravesend to London.*

By 13 & 14 Car. II. cap. 11. No Ship arriving from beyond Sea, shall be above three days coming

from Gravesend to her place of discharge, in the River Thames, without touching at any Wharf, Quay, or Place adjoining to either shore, between Gravesend and Chester's Quay, unless hindered by contrary winds, or other just impediment, to be allowed by the principal Officers of the Customs.

SECT. IV.—*Respecting Guns fired and shotted.*

By the Act of 5 Geo. II. cap. 20, No Commander, or other Officer of any Ship, (except his Majesty's Ships,) while in the River Thames, shall permit any Gun to be fired before sun-rising or after sun-setting, under the penalty of 10l. for every Gun so fired; nor shall any Gun be shotted after any Ship or Vessel shall be in the River Thames, between Blackwall and London Bridge, under the penalty of 5l. for each Gun so kept shotted.

SECT. V.—*Respecting Gun-powder, and when and where to be landed.*

By the Act of 5 Geo. II. cap. 20, and 12 Geo. III. cap. 61, The Commander of every Ship or Vessel arriving within the Port of London, (not being in his Majesty's Service,) is bound to Land all the Gun-powder on board, except 25lb. either before the arrival of such Ship or Vessel at Blackwall, or within twenty-four hours, (in case the weather will permit,) after coming to anchor there, or at the place of unlading.—Nor shall any Ship-Master, or other person on board, receive on board of any outward-

bound

bound Vessel, more than 25lb. of Gun-powder, before such Vessel falls down to Blackwall, on pain of forfeiting, in both cases, all the Gun-powder found on Board above 25lb. and also, in either case, 2s. for every pound of Powder found on Board above the said 25lb. which is allowed,—and no Gun-powder, (exceeding 100 pounds,) shall be conveyed by water in any Barge, Boat, or other Vessel, (except in Vessels with Gun-powder imported from, or to be exported to any place beyond Sea, or going Coastwise,) that hath not a close deck, and which shall not be covered besides with Raw Hides or Tarpaulins; and all Gun-powder, water-borne as aforesaid, shall be in barrels closed, joined, or hooped, without any Iron about them; and each barrel shall contain no more than 100lb. of Gun-powder, and not more than 200 barrels shall be conveyed in any Boat or Barge at the same time. All Gun-powder carried or removed in any other manner than before prescribed, is liable to be seized, and forfeited to the use of the person seizing the same.

SECT. VI.—*Regulations respecting Ships mooring at St. Saviour's Dock.*

By the Act of 5 Geo. II. cap. 20, It is enacted, that in case any Ship or Vessel shall be laid up or moored in the mouth, or any part of St. Saviour's Dock, in the County of Surrey; (except such Vessels as shall be lading or taking in, or unlading or delivering their Cargoes respectively; and also except

cept such Vessels, not exceeding two in number, at any one time, as shall lie at the Yard called Shipwright Yard, at the North-West Corner of the said Dock, during the time such Ships and Vessels shall be repairing, and no longer,) the Master or Owner of every such Ship or Vessel so laid up or moored, shall forfeit and pay for every day, such Ship or Vessel shall so continue to be laid up and moored, (unless for the purposes aforesaid,) the sum of 20s. to the Poor of the Trinity Corporations.

SECT. VII.—*Vessels trading to Foreign Parts not to remove from the Stream, except to the Legal Quays.*

By the Act of 19 Geo. III. cap. 48, If any Vessel coming from foreign parts within the limits of the Port of London, shall be removed out of the Stream, except to the Lawful Quays, before all the Goods are discharged out of such Vessels, or of any Vessel outward-bound to foreign parts, having Goods on board, shall be removed out of the Stream, except to the said Lawful Quays, unless upon any accident or emergent occasion, to be made known to the Commissioners of the Customs, and obtaining their consent, the Master, or Person having charge such Vessel, shall forfeit 100*l.* for each offence.

SECT. VIII.—*Regulations with respect to Ships laden with Tobacco.*

By the Act of 29 Geo. III. cap. 68, All Vessels arriving with Tobacco, shall be moored in that part of

of the Pool appointed by the Commissioners of the Customs, and in no other place, and shall remain at such Moorings until the delivery of the Cargo, and until such Vessel shall have been cleared, under the penalty of 100*l.* unless, in the Judgment of the Commissioners, the Master, or Person having charge of such Vessel, shall have been prevented from complying with this Rule, by unavoidable accident.

SECT. IX.—*Regulations with respect to the Harbour-Master—His Powers explained.*

By the Act of 39 Geo. III. cap. lxix. The Lord Mayor of London is authorized to appoint a Harbour-Master, with power and authority, (attending to the Acts of 19 & 29 Geo. III. before mentioned,) to direct the entering, mooring, and unmooring, moving and removing all Ships, Vessels, Lighters and Craft, (except those of the Trinity Corporation,) coming into, lying, or being in the Port of London, and the Canal and Cuts, or any of them, (except the Docks and the entrance thereto,) and to regulate the times and manner of their entrance into and going out of the same; and their respective Births, Stations, Positions, Lading and Discharging thereon, and the time of opening and shutting the several Gates of the said Canal, in conformity to this Act, and to the Bye-Laws of the Corporation of London, which they are authorized to make for the good Government of the Harbour, Masters, and other Persons to be employed, for the more

more safe and convenient Navigating, Placing, Mooring and Unmooring Ships and other Vessels in the River Thames.—And for the better governing and regulating all Masters of Vessels, Pilots, Lightermen, and others within the said Port and Canal; and for preventing damages to Vessels, Craft, and Merchandise, and in case the Owner, Master, or Pilot, &c. having charge or command of any Ship or Vessel, shall refuse, or neglect to Moor or Unmoor, or remove any Ship according to such directions, within twelve hours after notice, given in writing, or left with some person on board the Ship or Vessel for that purpose, then the said Harbour-Masters, and their assistants, are required to moor and unmoor, move and remove such Ship or Vessel, and the charge thereof shall be repaid, and a sum not exceeding 10*l.* nor less than 5*l.* for each offence, by the Owner, Master, or Person having charge of such Ship or Vessel; and in cases of obstruction or hindrance, the person offending shall forfeit and pay a sum not exceeding 10*l.* nor less than 5*l.* and such orders shall in no respect diminish the responsibility of the person having the charge of any Ship or Vessel.

SECT. X.—*Principal Revenue Regulations on a Ship's arrival at the Port of Discharge.*

By the Statute 1st of Elizabeth, cap. 11, Owners and Masters of Vessels, are prohibited from Lading or Unlading Ships, except in day-light; and at the Legal

Legal Quays and places appointed in London and elsewhere; and without due notice to the Custom-house Officer; and by the 26th of Geo. III. cap. 40, the Master of every Vessel belonging to British Subjects, is bound to have on board a Manifest signed by himself, containing the names of all the Ports at which any of the Goods on board have been laden; the name of the Built and Tonnage of the Ship; the Master's name, and the Port to which the Ship belongs; with a true account of the Cargo, whether Packed or Stowed loose; and the exact number and marks of every Package in which the Cargo is contained, (which must be produced to the first Officer who comes on board within the limits of the Port.)—And Bulk must not be broken, nor any part of the Cargo Unladed, until the Vessel comes to her proper place of Discharge in the Port, and is authorised to Unlade by the proper Officer of the Customs, under a Penalty of 200*l.* except in cases of inevitable necessity, to be stated to the Commissioners of the Customs.—And within twenty-four hours after the Ship's arrival, the Master must make Oath before the Collector of the Ship's Built and Burden, and the contents of her Lading, and deliver his Manifest, under a Penalty of 200*l.**

SECT.

* By the Act of 13 and 14 Charles II. cap. 11, If after clearing any Ship, and discharging the Tidesmen, there shall be found on board any Goods concealed for which the Duties ought to have been paid,

SECT. XI.—*Principal Revenue Regulations, as they relate to Ships taking in Cargoes and departing.*

By the Statute 12 Geo. I. cap. 28, Goods received on board of any Ship on which Duties are payable, or

paid, the Master or person having the charge of such Ship, shall forfeit 100*l.*—By 9 Geo. II. cap. 35, All Goods found concealed on board of any Ship after the Master shall have made his Report at the Custom-house, and not mentioned in said Report, shall be forfeited, and the said Master subject to a Penalty of treble the value.

By 5 Geo. III. All Goods found concealed in any Package, or among any other Goods contained therein, at any time after the same shall have been sent to the King's Stores, and which shall not have been within twenty days after the first Entry duly entered, and the Duties paid or secured; or which shall be found concealed in any Package, or inclosed in any of the Goods therein contained, which shall be brought on Shore by Special Sufferance, or order from the Customs on the application of the Proprietor, and shall not be specified in such application, the same shall be forfeited.

By 21 Geo. III. If the Master of any Vessel shall conceal or suffer to be concealed by his Mate, Seamen, or any of them in any part of such Vessel, or in any Chest, any Foreign Spirituous Liquors, over two Gallons for each Seaman on board; or any Tea above Six Pounds; or Coffee above Nineteen pounds; or if the Master shall clandestinely Import, or suffer to be clandestinely Imported, any such Foreign or Spirituous Liquors, or any other Uncustomed Goods whatsoever, whereby the Owners become liable to any Penalties, or the Vessel is liable to be forfeited; the Master shall not only forfeit to the Owners all Wages then due, but also treble the value of the Uncustomed Goods over the Penalties to which the Master shall be subject by any Laws now in force; which Penalties of treble the value shall go to the Owner. Mates or Seamen clandestinely concealing or importing any Foreign Spirituous Liquors, over Two Gallons for each Seaman, or Tea above Six Pounds, or Coffee above Nineteen Pounds, shall forfeit all Wages due by the Owners; and 10*s.* for every Gallon of Foreign Spirit;

or which are prohibited to be exported without a Warrant or without the presence of an Officer of the Customs appointed for that purpose, are liable to be seized and forfeited. And by 26 Geo. III. cap. 40, Masters of outward-bound Ships, are to deliver their Cocquets to all Custom-house Officers on demand for their inspection, on Penalty of 100*l.* and any Goods on board not corresponding with the Cocquets, may be seized. No Goods entitled to drawbacks are to be sent on board, unless accompanied by Revenue Officers, or persons licensed by the Commissioner of the Customs.

By the same Act, no Ship-Master can clear out until he has given Bond not to reland Goods fraudulently, and not to oppose the Officers in the Customs in the execution of their duty.

SECT. XII.—*Ships in Ballast.*

By 24 Geo. III. Stat. 2, Cap. 47, § 26, The Master of every Vessel arriving in the Thames, or going outwards (or in any other Port in this Kingdom) in Ballast, shall, if called upon by the Collector or Comptroller, or other Officer of the Customs, make a true Report of such Vessel, both in-

Spirit; 10*s.* for every Pound of Tea; and 10*s.* for every Pound of Coffee.

☞ This last Act is to be Printed and put up in some conspicuous part of every British Vessel, Trading to or from the Kingdom; and the Master is liable to pay a Penalty of One Shilling a day, for every day the said Act shall not be Replaced after being Defaced or taken down.

wards

wards and outwards, and answer, upon Oath, such questions relative to the Voyage, as shall be put to him by the Officers of the Customs on his arrival or departure, under the penalty of 100l. But such Report is not to subject the Master of any Ship to Additional Fees.

SECT. XIII.—*Regulations respecting Ballast in the River Thames.*

All Ship-masters, or persons having the charge of Ships for the time being on the River Thames, having Ballast on board, are, by the Act of 6 Geo. II. cap. 39, prohibited, under the penalty of 5l. from throwing any such Ballast into the River. And the same Act directs, that such Ballast shall, at the expence of the Owner or Master, be laid or put on some Wharf or Quay near the River, or some ground or place above High Water mark; or that the said Ballast shall be discharged into the Lighters of the Trinity Corporation, who are to furnish the same, on demand being made (at their Office on Tower-hill), within three days, or forfeit 50l. for neglect or refusal, unless occasioned by Tempestuous Weather; for which service, 6d. for every Ton of Ballast received into the said Lighter shall be paid to the Corporation for the use of the Poor.

Ballast for Outward-bound Vessels.

And by the same Act, and the Act 32 Geo II. cap. 16, All Ship-masters and others, intending to ship, as

as Ballast, Dung, Compost, Soil, Chalk, Rubbish, Soap-ashes, shall previously enter the same at the Ballast-office of the Trinity-house (Tower-hill), and shall pay a Licence Duty of 1d. per Ton, in terms of the said Act, subject to a penalty of 5l. in case such articles shall be put on board before the Entry is made and Licence Duty paid, or a greater quantity shipped than such Entry specifies; the said Acts having recognized the Sole Right of the Trinity Corporation, of supplying all Ships and Vessels with Ballast, that sail between London Bridge and the Main Sea, at the following rates, (specified in the Act of 6 Geo. II. cap. 29,) namely,

For every 20 Cwt. carried in Vessels in the Coal Trade . 12d.
. . . . . British Vessels . . . . 15d.
. . . . . Foreign Vessels . . . . 19d.

without however, altering or affecting the price of *washed Ballast* delivered to any Ship.

For the purpose of preventing Frauds in the delivery of Ballast, the Ship-Masters applying for and taking the same, may appoint persons to inspect the Marks of the Lighters, and on discovery of any fraudulent alterations, suspicious Lighters are to be weighed within ten Working days after a request is made to the Corporation; and if a Fraud is detected, the offending party to forfeit 5*l.* if not, the person applying shall pay the expence of re-weighing the Lighter.

When Ballast Lighters are conveyed to Ships, the Masters

Masters may appoint the Mate or any other person, to inspect the Lighter's depth in the water, for which purpose the Ballast-men are obliged to trim such suspected Lighter, and to pump all the water out, so as to swim at equal Marks at Stem and Stern: and in case of obstruction, the Ballast-men to forfeit 5*l.*

SECT. XIV.—*Regulations to be attended to while Ships are in the Port of London.—To prevent Fire and Conflagration by heating Pitch, &c.*

By the Act of 5 Geo. II. cap. 20, "If any Master, Commander, or other Officer of any Ship or Vessel, or any other person on board the same, shall, while such Ship or Vessel shall lie or be in the River of Thames, between London Bridge and Blackwall," *heat or melt*, or cause or permit to be heated or melted by Fire, Logger Heat, Shot, or any other thing on board any such Ship or Vessel; any *Pitch*, Tar, Rosin, Grease, Tallow, Oil, or other Combustible Matter or Things: every person or persons so offending, shall for such Offence, on conviction before two Justices, forfeit *Five Pounds*.

☞ In this case the Law allows no power of Mitigation.

SECT. XV.—*Regulations to be attended to while Ships are in the Port of London, respecting Bumboats.*

By the act of 2d Geo. I. cap. 28, No Bumboats or other Boats are authorised to ply on the river for the purpose of selling Liquors, Slops, Tobacco,

Tobacco, Brooms, Fruit, Greens, Gingerbread, and other such like Ware, unless such boats are duly licensed by the Trinity Corporation, and used in the day time, between Sun rising and Sun setting only.

Where persons navigating such Bumboats or other Boats, receive unlawfully any Ropes, or any part of the Tackle, Apparel, or Furniture of the Vessel, or any part of the Cargo by way of barter, exchange, or otherwise, such offender may be seized *by any Person*, and the Offender, together with the Boat and Articles, carried before a Magistrate.

SECT. XVI.—Bye-Laws *of the* Trinity-House.

Of the Bye-Laws of the Trinity Corporation as they apply to the River Thames, those following are not superseded by acts of Parliament, or rendered obsolete by the change which has taken place in the state of Society.

1. Ship-masters discharging Goods in the River who shall permit Bumboats to come on board their Ships at unseasonable Hours, or who shall suffer the dirt of their Ships to be put into their own Boats at unseasonable Hours, shall forfeit Twenty Shillings.

Respecting Bread Rooms.

2. Every Ship-master or Mate drying or permitting Bread Rooms to be dried in the Night, or keeping any Fire therein in the Night, to forfeit Five Pounds.

Rule

Rule to be observed in lading and discharging.

3. Every Ship-master, &c. who shall suffer Goods to be taken in or heaved out of his Ship without having a Sail nailed to the Sill of the Port, or, (if a small Vessel) to the Gunnel, to overhang the side of the Lighter, shall forfeit Twenty Shillings.

Obligations on Seamen respecting good Behaviour and moral Conduct.

4. Every Mariner who shall swear, curse, or blaspheme while on Ship board, shall forfeit One Shilling to the Poor's Box.—Every Mariner who shall get drunk shall in like Manner forfeit One Shilling to the Poor's Box.—Every Mariner who shall be obstinate and stubborn, and shall not obey the Master's lawful Commands, or the Mate's or Boatswain's in his absence, shall forfeit Half his Month's Pay to the Poor of the Corporation.

General Obligations on all Seamen respecting good Behaviour and Moral Conduct, by the Statute Law.

5. And further by the Act of the 2d Geo. II. cap. 36.—If any Seamen shall desert or refuse to proceed on the Voyage, after having signed the contract directed by Law, he shall forfeit all the Wages due to him.—Extended to the West-India Trade by 37 Geo. III. cap. 73.

Any Seaman thus engaged by signing the Contract, who shall desert or absent himself, may be ap-

prehended by the Warrant of a Justice of the Peace; and if he still refuses to proceed on the Voyage, he may be committed to the House of Correction, not exceeding 30 nor less than 15 Days.

Seamen who absent themselves from the Vessels to which they belong without leave of the Master, shall, for every day's absence, forfeit two days' pay, to be deducted by the Master at the time of paying the Seaman his wages.

Seamen (not entering into the King's Service) leaving the Vessel to which they belong before they shall have a Discharge in Writing from the Master, shall forfeit one Month's Pay.

Criminal Offences committed by Seamen.

By the Statute 22 Charles II. cap. 11. any Mariner or inferior Officer of any Merchant Ship who shall refuse to defend the Ship, or utter words to discourage others from doing so, forfeits all his wages and all the Goods he has in the Ship, and shall moreover suffer six months' imprisonment:—And every Mariner who shall lay violent hands on his Commander to hinder him from fighting in defence of his Ship and Goods, shall suffer Death.

Seamen concerned in burning, destroying, or casting away any Ship, shall in like manner suffer Death by the Act of the 1st of Anne, Stat. 2. cap. 9.

Seamen or others maliciously burning or setting fire to any Ship, Keel, or other Veſſel, by the 33 Geo. III. cap. 67. shall suffer Death.

Seamen

Seamen or others wilfully damaging or destroying any Vessel, shall by the same Act suffer the Punishment of transportation.

Seamen or others who shall riotously prevent their fellows from working, or who shall obstruct the lading or unlading, or the sailing of any Ship, Keel, or Vessel, or forcibly board any Ship for that Purpose, shall suffer not less than six nor more than twelve Months' Imprisonment.—The second Offence is Transportation.

Embezzling Goods in Prize Vessels.

By the 33d Geo. III. cap. 66, Any Officer, Seaman, Mariner, or other Person who shall break bulk on board, or embezzle any Money, Jewels, Goods, Merchandise, Tackle, Apparel, or Furniture *belonging to any Prize*, shall forfeit his whole Share to Greenwich Hospital, and treble the value of the Property embezzled.

Stealing in General from Ships on navigable Rivers.

By the Act. of the 24th Geo. II. cap. 25, all Persons who shall feloniously steal any Goods or Merchandise from any Ship or Vessel, Craft or Boat, in any navigable River, or from any Wharf or Quay adjacent, above the Value of Forty Shillings, or shall be present and assisting therein, shall suffer Death.

For Goods of a less Value they will suffer as in Cases of single Felony and Larceny.

Obligations on Ship-Masters respecting their Agreements with Seamen.

And further, by the Act of 2 Geo. II. cap. 36, every Seaman shipping himself on board any Merchant Vessel, in Foreign Trade, shall, within three days, (and in the Coasting Trade upon his entering,) sign an Agreement, declaring the wages and the voyage, (except Apprentices) or in default, the Master shall forfeit 5l. per man to Greenwich Hospital: and on the arrival of any Veſſel from beyond Seas in the Thames, (or in any part of Great-Britain,) the Master shall pay the seamen their wages within thirty days (and within five days in the Coasting Trade,) after the Vessel is entered at the Custom-House, (excepting there is a previous Agreement to the contrary,) or at the time of the discharge, deducting all such penalties as may be due from them for breach of Laws.—Penalty to the Master Twenty Shillings above the wages.

By the Act of 37 Geo. III. cap. 37, for preventing desertion of Seamen in the West-India Trade: Ship-Masters hiring Seamen who have deserted from any other Ship, incur a penalty of 100l. They are also prohibited from hiring Seamen in the West-Indies, at more than double wages, unless by licence of the Governor of the place, under a like penalty of 100l. Every Trading Ship to the West-Indies is to have an Apprentice under 17 years of age, for every hundred tons burden, and such Apprentice to be inrolled

rolled at the Custom-house, where the Ship clears out, under a penalty of 10l.

Within ten days after her arrival out, and home, the Ship-Master is to deliver to the Collector of the Port, a List of the Crew on board at the time of clearing out from the Thames, or any Port in Great-Britain, and at the time of the Ship's arrival abroad, of all who have deserted or died, and the wages due at their death, under a penalty of 50l.—And Ship-Masters also incur a penalty of 10l. for refusing to grant a Seaman a Certficate of discharge.

For the purpose of inducing Sailors to return in Ships from Foreign Parts, and to prevent their turning Pirates, the Act of 8 Geo. I. cap. 24, probibits Masters or Owners of Merchant Ships from paying to any Seamen beyond Seas, in money or effects, more than one moiety of the wages due at the time of such payment, till such Ship return to Great-Britain, or Ireland, on penalty of double the money paid.

SECT. XVII.—*Port Regulations respecting the West-India Trade, established by the Merchants.*

By the Regulation of the West-India Merchants trading to and from the Port of London, bearing date the 12th June, 1789, and finally confirmed, amended, and promulgated on the 27th April, 1790, the following, among other rules were unanimously agreed to, and established.

1st. That

1st. That it be recommended to Captains to be as much as possible on board their Ships while Unlading, and that they see the Hatchways well secured after dark.

2d. That Persons who work the Ships be not permitted to go on Shore during the day, but be victualled on board, and searched when they go on shore at night.

3d. That the regulations prohibiting all perquisites arising from Sweepings of Sugar be confirmed and continued.

4th. That it be recommended where it is convenient, that only the working Hatchway or Hatchways to the between Decks and Hold be open, and also that the passage through the between decks and hold be closed at the sides.

5th. That no Boat, unless provided or permitted by the Captain, be allowed to be fastened to the Ship.

6th. That the Ship's Husband or Captain, do appoint Coopers to be Victualled and kept on board, and attended to in like manner as labourers above mentioned; to give substantial Cooperage to the Sugar casks on board the Ships, and do appoint Coopers to attend the casks in the Lighters, at the Wharf, and at their Landing, in order that the same may be delivered in good condition according to the Bill of Lading. That the Ship's Coopers, wherever necessary, attend below in the Ship, to give such Cooperage as may be requisite for bringing the casks upon deck with safety to their

their contents, and that they repair all damages done to the casks in the Lighters before the Lighters quit the Ship.

7th. That the Captain or Mate see that each Lighter has a sufficient number of good tarpaulins, for the purpose of covering the Sugar Casks.

Further Resolutions of the West-India Merchants Trading to the Port of London, entered into and promulgated on the Establishment of the Marine Police Institution, in June 1798.

*At a General Meeting of the West-India Merchants Trading to the Port of London, held at the Marine Society's Office, the 19th and 26th June, 1798.**

"RESOLVED UNANIMOUSLY, 19*th June*, 1798.

"That two Marine Police Constables be appointed to each Ship, (properly sworn and instructed, in

* ABSTRACT of the principal Regulations of the West India Merchants, settled and approved by a General Meeting held at the Marine Society's Office, on the 19th June, 1798, specifying the Conditions under which the Constables and Lumpers, under the Marine Police Institution, should enrol themselves.

CONSTABLES.

I. That Marine Police Constables, properly sworn and instructed, shall Watch the West-India Ships under discharge:—That they shall attend the Lighters to the Quays, and continue to Watch the Property on board until delivered over to the Quay Guard:—That they search all Persons on leaving the Ship, and apprehend all delinquents, and bring them before the Magistrates, whose Instructions they are bound to obey.

LUMPERS.

in lieu of the watchmen incumbent on Ship-owners to employ,) and that the said Constables do watch the ships, stores, and cargo, and attend the Lighters up

LUMPERS.

II. That the Foremen Lumpers shall, under the direction of the Superintendant of Lumpers, see that the Gangs perform there duty with diligence and attention.

III. That the Foreman and his Gang shall attend the Marine Police Office at Five o'Clock in the Summer, and not later than Six in the Winter, and repair immediately to such Ship as the Superintendant shall direct.

IV. That the Lumpers shall submit to the orders of their Foreman while at Work.

V. That, in conjunction with the Foreman, they shall strike Yards and Top-Masts, get up the Derick, and prepare every thing as heretofore done by Lumpers on the River Thames, and then proceed to the discharge.

VI. That the Working Hours shall be from Six in the Morning till Six at Night in Summer, and from Sun-rise to Sun-set in Winter.

VII. That no Lumper shall go on Shore during the Day, but shall eat their victuals on boards.—They shall be allowed Half an Hour to Breakfast, at Eight o'Clock in the Morning; and One Hour to Dinner, to commence at One o'Clock in the Afternoon.

VIII. If for want of Entries, or other circumstances, a Gang cannot be employed, they must return to the Office for fresh Instructions.

IX. The Gangs of Lumpers shall wear only Stockings and Breeches.—No Frocks, Trowsers, Jemmies, Pouches, or Bags, will be allowed.

X. On quitting the Ship, every Lumper shall be searched by the Police Constables.

XI. The whole Gang shall land in a Boat with their Foreman.

XII.

up to the Quays until discharged, and carry all Offenders before the Magistrate at the Marine Police-Office."

"RESOLVED UNANIMOUSLY, 26*th June*, 1798.

"That it be recommended to all Owners and Husbands of West-India Ships and their Agents, to have their cargoes discharged at this Port by means of Lumpers, under the Regulations of the Marine Police-Office, No. 259, Wapping New-Stairs, and that the Captains of all West-India Ships be instructed by the Owners, &c. to grant an order on the Ship's Husband, or Agents, for the amount of the Dues for discharging their respective Cargoes, and such order to be given to the Clerk, authorized by the Marine Police to receive the said Dues, according to the Rates which have been settled by this Meeting, and which will be produced by the Clerk of the said Marine Police-Office. JAMES ALLEN, Secretary."

On the 2d July, 1798, a Circular Letter, in the following terms, with the subsequent Resolutions, was transmitted by the Committee of West-India Merchants, to all Importers and Ship-owners in the Port of London.

XII. While on Ship-board, the Constables and Lumpers shall be of good behaviour, and do their duty with civility, and shew all proper respect to the Captain, Officers, and Crew.—And if any Person quits his Duty or Work without leave, or shall break these Conditions, he shall forfeit the Wages which would be otherwise due to him.

"The

" The excessive depredations which are committed " on the Cargoes of West-India Ships, between the " period of the Ships arrival in the River, and their " discharge, have induced us to enter into the fol- " lowing Resolutions, which we consider as neces- " sary to promote the effect of the New Marine " Police-Office, instituted for the purpose of pre- " venting such depredations; We therefore com- " municate them to you thus early, in order that " your determination may be understood and acted " upon without delay."

The Resolutions are as follow:

" Resolved,

" That every Captain of Our Ships, Homeward-bound, do Sleep on board his Ship from the time of her arrival until her Cargo be completely discharged. That he do constantly attend the discharge of the Ship's Cargo in person, excepting when it may be necessary for him to be at the Custom-house or the Counting-house on actual business.

" That where it is convenient, only the Working Hatchways to the between Decks and Hold be open, and also that the Passage through the between Decks be closed on the sides."

" Resolved,

" That such Captains do apply to the Marine Police-Office, No. 259, Wapping New-Stairs, for the hire of persons to be employed as Lumpers in discharging the Cargo, who are to be fed on board, and go on shore only after their work is finished in

the evening, at which time they do make a point of being present, and of seeing their dress carefully searched for concealed sugar."

Further Resolution of the West-India Merchants, of the 20th July, 1798.

"RESOLVED,

"That the Masters and Mates of West-India Ships be requested to give a Signed List of the number and marks of the Casks and their Contents, delivered from the ship into each Lighter to the Constable who attends the Lighter to the Quay, and that the said list be afterwards given to the Superintendant at the Quays, and that he be directed to enjoin the Quay Guards to attend the safe landing of the Casks from each Lighter."

SECT. XVIII.—*Regulations respecting Quays, Wharfs, and Wharfingers.*

By the Statute of 13 and 14 Charles II. cap. 11, It is enacted, that if any Keeper of any Wharf, Crane, or Quay, or their Servants, shall knowingly suffer to be taken up or landed, or shall ship off, or suffer to be water-borne, from their Wharfs, &c. any goods prohibited, or whereof any duties are payable, without the presence of the Officers of the Customs, or at times not appointed by Law, or Goods passing by Certificates, Waste, Coquet, or otherwise, without notice given to His Majesty's Officers, every such Wharfinger forfeits 100l. and if any Goods shall be taken from the

the Shore, to be carried on board any Ship outward-bound, or laden out of any Ship arriving from Foreign Ports, without a Warrant and Presence of an Officer of the Customs, such Boat shall be forfeited, and the Master, or any Mariner of any Ship, inward-bound, consenting thereto, shall Forfeit the value of the Goods.

And in case any Person shall assist in Shipping off or Carrying Away such Goods, he may be apprehended by the Warrant of a Justice of the Peace, and may be Committed till he find Surety for Good Behaviour, until discharged by the Barons of Exchequer.—On committing a Second Offence a penalty of 5l. or in default two Months' Imprisonment is inflicted.

By the Statute of 26 Geo. III. cap. 108, If any Wharfinger or Dealer in Coals, shall directly or indirectly give, to any Labouring Coal-Metre, any Reward or Gratuity besides 4d. per Chaldron, he shall forfeit 20l. in London, and 50l. in Westminster and Surrey. And by the same Act, if such Wharfingers or Dealers shall use any Sack less than Four Feet in Length and Two in Breadth, he shall Forfeit 5l. and Labouring Meters 40s.

Upper Thames.

Wharfingers on the Banks of the River above London Bridge are required, by 11 Geo. III. cap. 45. § 25—27, To keep Regular Entries of Goods brought to their Wharfs for Carriage, and to give Receipts

Receipts for the same, if required; and every Barge-Master is to lade and forward the same according to the Priority of the Entry in the Wharfinger's Book, without any undue Preference, except in case of Goods of a perishable Nature, under Penalties not exceeding 5l. or less than 20s.

SECT. XIX.—*Respecting the Hiring of Seamen.*

By the Statute 2 Geo. II. cap. 36, It is incumbent on every Ship-Master, or other Person hiring Seamen, that they require such Seamen, after they are entered Three Days, if in Foreign Trade, or *immediately*, in the Coasting Trade, to Sign an Agreement, declaring the Wages and the Voyage. Ship-Masters taking Mariners to Sea (except Apprentices) without such an Agreement, shall forfeit 5l. per Man to Greenwich Hospital.

And by the same Statute, Ship-Masters arriving in any Port of Great-Britain shall pay their Seamen, if in Foreign Trade, within 30 Days, and in Five Days if in the Country Trade, after the Vessels being entered at the Custom-house.

☞ *See Section* XVI. *respecting the Offences committed by Seamen, pages* 577, 578.

SECT. XX.—*Respecting Encroachments and Nuisances on the River Thames.*

The Water-Bailiff (for the time being), acting under the Authority of the Lord Mayor, as Conservator of the Rivers Thames and Medway, and of every

every *Bank*, *Shore* and *Wharf* thereto adjoining, enforces not only the Regulations and Bye Laws relative to the Fishery upon the River, but also takes Cognizance of all *Encroachments on the River or its Banks*, and of all *Nuisances* and *Annoyances* whereby the Navigation may be obstructed, or in any respect injured, namely—*By Pitching Poles—Erecting Wharfs—Making Causeways and Stairs—Continuing or Increasing Aytes—Making or Continuing Stages—Erecting Walls—Building Pot Galleries—Planting Oziers—Laying Mooring Chains—Injuring the River by throwing out Rubbish, Ballast, or any other Article—Or Obstructing the Navigation by laying Lighters and Craft in improper Situations.*—Every Person committing any of the Offences herein-before enumerated, or any other Offence, considered as an *Encroachment*, *Nuisance*, or *Annoyance*, is subject to a Prosecution by Indictment, before the Court of Conservancy, and to Fine or Imprisonment in case of Conviction.

The Act of 6 Geo. II. cap. 29, establishes an important Police Regulation, by prohibiting, under a penalty of 5l. any Ballast being thrown into the River, and directing that it shall, (as before stated, *vide* § XIII.) be landed above high water mark, or laden into the Lighters of the Trinity Corporation.

By the Act of 32 Geo. II. cap. 16, Any Person throwing *Rubbish*, *Ashes*, *Dirt*, or *Soil*, from any Wharf, Quay, or Bank adjoining, or near the River,

or

or out of any Barge or Lighter, forfeits, on conviction, 40s.

Under the foregoing heads will be found the leading features of the most prominent Rules and Regulations, which either apply locally or generally to the Port of London.

In cases where a more full explanation is found necessary, by a reference to Acts of Parliament, an Index is here furnished to such Statutes as relate immediately to the Penaltes which ought to be avoided, and to Offences which are meant to be controlled.

If the Compendium thus offered to the attention of Commercial and Nautical People, and to the Public at large, shall prove useful as a Directory; whereby Penalties and Forfeitures may be avoided by a due attention to the Laws and Regulations made for the good Government and Security of the Trade of the River Thames, and for the general Benefit of the Navigation, Commerce, and Revenue of the Port of London, the object of the Author will be fully accomplished, and the time and pains he has bestowed in digesting and forming these Regulations, amply rewarded in the good effects they may produce.

Concluding Observations.

In travelling over so wide a Field, embracing such a variety of Objects, the attentive Reader will easily perceive, that the leading object of the Author has been to impress upon the Public mind the necessity of a well-regulated Nautical Police, improved by a System of Legislation applicable to this Object.—And also by a more general promulgation of the existing penal Statutes relative to the River Thames in *particular*, and to nautical Affairs *in general*.

The last of these objects has been accomplished in the general and interesting view which is given of the most important Laws and Regulations, respecting penal Police, as they relate to Navigation, Commerce, and Revenue.

For the accomplishment of the great and immediate advantages which are to secure, and render permanent the system of Police which has been formed, and so successfully carried into execution, the Legislature must be resorted to.

Of the importance of the object the Public will form a true estimate. Next to the utility of good and appropriate Laws to promote the security and comfort of society, is the establishment of a well-regulated Police to carry such Laws into execution. Without this crimes can never be prevented, or even materially diminished.—Without such an Institution there can be no effectual mode of Relief where the Public suffer wrongs and are aggrieved.—In a commercial Port where Property in *Ships, Vessels, Craft,*

and *Merchandise* amounts to the enormous value of Seventy Millions Sterling,* floating *inwards* and *outwards* in the course of a Year.—Where 13,400 Ships and Vessels arrive and depart within the same period, while no less than 22,500 Vessels of all descriptions form the aggregate number in this Trade of unparalleled magnitude, employing above Fifty Thousand Individuals in various nautical pursuits, it would seem evident that *a permanent Police applicable to this object*, alone must be a desideratum, in the attainment of which is involved the security of Commercial Property, against Fraud and Depredation; the Improvement of the Public Revenue; the Preservation of the Privileges of Innocence; and the Renovation of the Morals and Habits of the present and future Generations engaged in nautical Pursuits on the River Thames.

* See Page 23.

FINIS.

APPENDIX, No. I.

A STATEMENT OF THE SOUNDINGS OF THE RIVER THAMES, FROM LONDON BRIDGE TO BLACKWALL, TAKEN AT LOW WATER, BY *J. FOULDS*, MARCH 1796;

BY ORDER OF THE COMMITTEE OF THE PORT OF LONDON.

SOUTH-SIDE THE RIVER THAMES.		
Cotton's Wharf	2,3—6,0—6,0—6,6—6,9—10,3—11,0—9,0—10,0—13,3—21,3—25,6—28,9—27,6—22,3—12,3—5,9—5,9—4,9—5,0—7,9—15,3—12,9—17,0—16,0—16,0—16,0—15,3—15,9—15,9—10,6—12,0—15,0—15,9—10,6—12,0—11,0—12,0—10,6—7,0—6,0—6,6—5,0—3,0—	Fresh Wharf.
Bridge Yard	3,0—4,0—12,0—10,9—8,0—9,9—13,0—14,3—15,6—15,3—14,9—13,8—14,9—15,0—15,6—13,4—17,2—14,2—12,2—12,2—11,4—7,10—4,1—2,10—	Billingsgate.
	River in this Place Two Hundred and Fifty Two Yards wide.	
Battle Bridge	1,0—1,0—1,6—2,0—5,0—6,0—7,6—9,0—10,0—10,6—9,10—11,0—12,0—12,0—11,9—12,0—16,0—14,0—13,6—14,0—13,9—13,3—14,0—9,0—8,6—6,3—3,0—	Custom-house.
Stoney Lane	1,6—4,0—8,9—9,9—10,0—11,6—12,6—9,0—12,6—14,0—16,6—15,9—15,0—15,0—15,0—16,0—16,0—17,6—18,6—17,9—15,0—13,0—11,0—12,3—12,9—11,9—10,3—10,0—9,9—9,3—9,0—8,0—6,0—3,0—2,0—	Tower Stairs.
Still Stairs	1,6—2,0—4,0—5,0—7,0—7,9—7,0—8,0—8,0—8,6—10,0—10,0—6,0—10,0—16,0—16,9—16,0—14,6—14,0—14,3—13,9—13,6—13,0—13,0—13,6—13,9—14,3—14,6—13,9—12,3—11,3—11,0—10,9—10,3—10,0—9,6—8,0—7,6—6,0—3,9—3,3—1,9—	Tower Wharf.
Freeman's Lane, Dancing-Stairs	1,3—2,3—3,6—5,3—8,0—8,0—8,6—9,9—12,0—13,0—12,6—9,0—8,9—8,3—8,9—9,0—8,9—9,0—9,0—8,6—9,6—11,6—13,6—14,0—14,6—15,0—14,9—15,0—14,9—14,0—13,0—14,9—16,9—15,0—13,0—11,0—11,0—10,0—6,0—8,0—7,0—4,6—2,0—	Iron-gate.
	River in this Place Two Hundred and Fifty Four Yards wide.	
Shad Thames, King's Row.	1,0—1,6—3,0—5,6—9,0—11,0—10,6—10,9—10,0—10,9—9,0—8,9—10,0—9,3—9,0—9,6—9,9—9,6—10,0—12,6—13,9—14,6—14,9—15,6—15,0—15,0—13,9—13,0—11,6—9,0—9,0—9,0—8,3—8,0—7,0—7,0—7,0—7,0—7,0—7,0—8,6—8,0—8,0—8,0—8,0—7,0—4,6—4,0—3,0—2,0—1,0—	Brown's Wharf.
Horselydown Stairs.	2,3—5,0—6,6—7,6—10,0—7,6—7,0—7,6—7,6—8,0—7,6—8,6—7,9—7,9—8,0—8,3—9,0—10,0—11,0—12,6—14,0—15,3—15,0—13,6—12,9—9,9—9,3—8,6—8,0—7,0—8,9—9,3—9,9—10,6—10,0—10,0—10,9—11,0—11,3—6,0—3,0—1,0—	A. Parsons's Stairs.
	River in this Place Three Hundred Yards wide.	
St. Saviour's Mill Stairs.	1,0—1,6—1,6—4,9—2,0—2,0—1,9—2,0—3,0—3,6—4,6—7,0—11,6—13,3—13,3—15,0—14,6—15,8—16,0—16,3—16,9—16,0—15,0—14,0—12,0—11,0—13,0—13,9—12,9—12,6—12,0—10,6—10,3—10,3—10,9—10,0—8,0—5,0—2,9—2,3—2,6—2,6—2,0—2,0—2,0—1,6—1,0—	Hermitage Stairs.
East Lane Stairs	1,10—2,10—6,4—11,0—13,11—12,1—12,1—12,10—15,10—15,7—15,10—17,3—16,10—17,6—17,10—17,10—17,1—16,1—15,9—16,3—15,9—13,9—12,3—12,3—11,3—11,3—11,3—10,4—8,6—7,0—5,9—3,3—1,9—1,3—	Union Stairs.
	River in this Place Three Hundred Yards wide.	
Mariner's Stairs	1,3—1,9—3,3—4,6—6,9—8,9—11,3—11,9—11,3—11,0—10,6—11,0—11,9—13,9—18,6—20,0—21,0—20,6—19,9—18,3—16,9—16,3—16,3—15,9—15,9—15,9—8,6—9,9—7,3—6,3—4,0—1,9—1,0—	Bell Dock.
	River in this Place Two Hundred and Thirty Yards wide.	
Cherry Garden Stairs	2,0—3,0—6,0—7,0—11,9—16,0—18,0—19,0—16,0—14,0—15,0—16,0—17,0—18,0—18,0—17,9—17,3—16,9—16,9—13,9—13,9—14,0—14,6—14,6—14,0—13,9—13,6—13,0—12,6—12,0—7,9—3,9—3,6—3,0—2,0—	Gun Dock.
Redriff Stairs	1,0—1,6—2,0—2,6—3,0—3,6—4,6—5,3—6,0—6,6—7,0—8,0—9,6—10,6—11,6—11,6—12,6—12,0—14,0—12,0—15,0—18,0—18,0—17,6—17,6—17,0—17,0—15,0—13,0—12,6—6,0—1,9—1,0—	Wapping New Stairs.
Princess' Stairs	1,0—3,0—4,0—5,6—7,0—8,2—10,6—11,0—10,6—10,6—12,0—14,6—15,0—16,6—16,0—15,6—16,0—16,0—15,0—14,6—14,6—15,6—16,0—15,0—13,0—12,0—11,6—7,0—6,0—5,6—4,0—3,6—2,6—1,0—	Execution Dock.
Church Stairs	1,0—2,6—5,6—8,0—9,6—9,6—10,0—10,0—10,6—11,6—11,6—12,0—12,6—13,0—13,0—13,0—15,0—16,6—17,0—16,6—15,6—15,0—17,6—19,0—16,0—15,6—14,6—12,0—11,0—10,0—6,0—5,0—4,6—3,0—2,6—2,0—1,0—	Wapping Dock.
Hanover Stairs	1,0—3,0—4,0—7,6—12,0—14,0—11,6—13,0—13,6—14,6—14,6—14,6—15,0—16,0—18,6—19,9—19,9—17,0—17,0—17,6—17,6—17,6—17,6—16,6—15,6—13,6—12,0—11,6—10,6—10,6—9,6—8,6—5,0—4,0—2,0—	New Crane.
	River in this Place Three Hundred and Forty Yards wide.	
King's Mill Stairs	1,0—2,0—2,6—2,6—2,9—3,0—4,0—4,6—4,6—4,6—5,0—6,6—7,6—10,0—11,0—13,6—14,0—15,0—18,0—19,0—20,0—19,0—18,0—17,0—17,0—17,0—16,0—15,0—14,6—13,0—12,0—10,0—9,0—7,0—6,0—5,0—4,0—3,6—2,0—1,0—	St. James's Stairs.
Opposite	1,3—2,0—3,6—4,0—6,0—7,0—10,9—13,6—14,0—15,6—17,0—15,3—16,0—17,6—17,3—17,0—16,3—15,9—15,0—14,3—13,3—13,6—13,0—13,3—13,0—12,6—11,6—12,3—12,3—12,3—9,3—8,0—5,6—4,0—2,0—1,6—	Shadwell Dock.
King and Queen's Stairs	1,3—2,0—3,6—7,6—11,3—11,0—12,0—12,6—13,3—13,9—14,3—14,3—14,9—15,6—15,6—15,6—14,6—14,3—14,9—15,0—15,6—15,9—15,6—15,9—15,9—15,0—14,9—14,6—14,0—13,3—11,9—11,0—12,0—13,0—13,6—14,6—8,0—4,0—2,6—2,6—1,6—1,0—	Coal Stairs.
Opposite	1,0—2,0—5,0—10,3—11,9—13,3—12,9—13,3—14,6—15,6—16,9—18,0—16,9—15,9—15,9—15,3—14,3—13,9—14,0—12,9—12,6—12,6—11,0—11,0—11,6—11,0—12,6—14,0—15,9—16,9—15,9—11,9—10,0—6,3—5,0—3,0—1,3—	Bell Wharf.
	River in this Place Two Hundred and Eighty Yards wide.	
Globe Stairs	1,3—2,6—4,3—7,9—11,6—16,3—16,3—17,0—17,3—19,0—19,3—19,3—19,3—19,3—18,6—18,6—18,0—18,3—18,3—18,3—18,3—17,0—16,3—15,6—15,3—14,6—14,6—14,0—13,6—13,0—12,3—10,3—8,6—5,6—2,6—1,6—1,6—1,0—	Opposite.
Opposite Betwixt	1,0—2,6—5,3—7,0—10,6—12,6—13,6—19,3—18,9—19,9—19,0—19,3—17,6—17,6—17,9—17,9—17,6—17,6—17,3—17,6—14,3—14,0—14,0—14,9—15,6—15,3—15,3—15,0—15,0—14,3—13,3—12,3—11,0—7,3—4,6—2,9—1,6—1,0—	Hall Stairs. Queen Stairs.
Opposite	1,0—1,6—2,6—4,6—5,3—5,3—5,9—6,9—7,9—7,9—9,0—10,6—12,6—16,0—16,0—16,0—15,9—16,0—15,9—15,6—16,0—15,6—15,0—15,0—14,6—14,3—14,0—14,0—13,3—12,9—9,6—8,9—7,6—4,0—3,0—	Godwell Stairs.
Pageant's Stairs	1,0—2,0—3,0—4,0—6,6—8,0—8,6—9,0—11,3—12,9—13,9—13,6—14,6—15,6—15,0—15,6—15,6—15,6—16,0—16,9—17,0—17,0—16,0—15,0—14,3—13,3—13,0—12,0—9,9—7,9—7,0—6,6—5,6—3,6—2,6—1,6—1,0—	Shipping Stairs.
Opposite Betwixt	1,6—3,3—4,9—5,0—6,3—7,9—8,3—7,9—10,3—12,9—13,9—13,9—13,9—13,9—14,3—13,9—12,9—11,9—14,3—9,9—9,9—9,3—8,3—7,9—7,6—7,6—7,3—6,6—9,6—7,3—6,3—5,3—5,3—5,0—4,9—4,6—4,6—5,0—3,6—2,3—1,0—	Limehouse. Limehouse-hole.
Cuckold's Point	1,0—1,3—2,9—4,9—5,3—7,3—7,9—9,9—10,3—11,3—12,9—15,9—17,9—18,3—18,3—17,9—15,3—15,9—16,3—15,9—16,3—16,6—17,0—18,9—18,3—19,3—18,3—19,0—18,3—17,3—19,3—18,3—16,9—14,0—10,0—5,0—2,6—2,0—	Opposite.
Betwixt the Point and Norris Causeway	1,0—2,0—3,6—4,0—5,6—7,0—8,6—10,6—11,6—15,0—15,6—16,6—15,6—15,6—16,0—15,6—16,6—17,0—16,6—16,0—15,0—14,0—14,6—15,6—15,6—14,0—16,0—15,0—16,6—16,0—15,0—14,0—15,0—14,0—13,0—10,0—8,0—5,0—3,0—1,0—	Opposite.
Norris Causeway	1,0—1,6—2,0—2,0—3,0—4,0—5,6—7,9—8,0—9,0—12,0—13,0—13,6—14,0—14,6—14,6—15,0—14,6—14,6—15,0—15,6—16,0—15,6—15,0—14,6—16,0—17,0—14,0—13,6—10,6—7,0—4,0—3,6—	Opposite.
Betwixt Norris Causeway and Greenland Stairs. 1st.	1,0—1,6—3,6—4,0—5,0—7,3—9,3—11,3—11,6—11,6—13,0—12,0—12,3—11,6—12,6—14,6—12,0—10,9—10,6—14,8—13,6—14,0—13,6—14,0—13,6—16,0—13,6—14,6—9,6—6,6—5,0—3,6—3,3—	Opposite.
2d.	River in this Place Three Hundred and Seventy Yards wide. 1,3—2,3—3,3—6,3—7,0—8,3—9,9—9,9—9,9—11,0—11,3—10,9—12,3—12,6—11,9—11,9—13,9—12,6—11,6—14,3—15,3—16,3—18,3—16,3—15,9—14,9—14,6—12,6—10,9—14,9—11,6—6,9—3,9—3,9—3,0—2,0—1,0—	Opposite.

Greenland

SOUTH-SIDE
THE RIVER THAMES.

Greenland Stairs	1,0—1,6—2,0—3,0—4,6—7,0—7,6—8,6—8,6—9,9—11,6—12,0—12,0—14,6—11,9—12,0—13,6—14,9—15,3—11,6—17,9—19,9—9,0—19,0—19,3—21,9—22,0—19,0—18,0—18,0—18,0—17,0—16,0—16,0—15,0—13,0—11,0—8,6—4,0—2,6—	Opposite.
Betwixt Greenland Stairs and Greenland Dock.	1,0—2,0—3,0—4,3—5,9—6,0—7,0—8,0—9,6—8,9—9,6—10,0—10,0—10,3—10,3—9,6—9,6—10,6—12,0—12,0—10,6—8,0—8,9—11,6—12,0—12,0—12,0—11,0—11,0—11,0—10,6—12,3—11,0—11,3—11,3—10,6—4,0—2,0—1,0—	Opposite.
	River in this Place Three Hundred and Eighty Yards wide.	
Greenland Dock	1,0—1,3—1,9—2,9—4,9—6,0—8,0—8,0—8,0—9,0—10,0—10,6—10,0—10,6—11,6—11,6—12,0—12,9—12,6—12,0—11,6—11,0—13,9—3,6—13,0—14,9—15,3—14,6—14,9—14,9—14,9—13,0—12,3—12,0—7,9—3,6—2,0—1,0—	Opposite.
Dog and Duck Stairs	1,6—1,6—2,6—3,0—3,9—3,9—5,0—5,6—6,6—7,3—8,6—9,0—9,6—10,3—11,3—11,9—12,0—11,9—12,0—12,3—12,9—14,0—13,6—15,—15,6—16,6—16,6—18,6—19,6—20,0—20,6—19,3—17,0—15,6—14,6—13,6—12,0—11,6—11,6—11,9—11,0—7,6—4,3—2,9—1,9—1,0—	Opposite.
Betwixt George's Stairs and Victualling Office.	1,9—3,0—5,0—7,0—8,0—7,3—7,6—9,6—9,6—9,6—11,0—11,6—12,0—13,0—14,0—16,0—16,9—17,0—16,6—16,0—15,0—13,9—13,9—3,9—13,9—13,0—12,6—15,6—15,9—14,9—13,6—12,3—12,6—11,9—13,0—12,0—12,9—11,0—9,3—9,6—4,6—2,9—1,3—	Opposite.
	River in this Place Three Hundred and Forty Yards wide.	
Victualling Office	1,6—2,3—2,6—4,0—4,9—7,0—8,9—9,6—10,3—11,6—13,0—14,0—14,6—14,9—15,9—15,9—16,6—16,9—16,9—16,3—16,0—17,0—16,6—15,6—15,6—14,9—15,0—14,6—13,6—13,3—14,3—13,6—13,6—13,6—12,9—12,3—7,0—7,9—6,3—6,9—6,6—5,9—5,0—4,0—2,6—1,6—	Opposite.
Victualling Office Warehouses	1,0—2,0—5,0—2,0—7,0—11,9—13,6—13,9—13,0—13,3—14,0—14,6—16,6—17,9—18,6—17,6—17,6—15,0—13,0—14,6—16,0—16,3—1,0—17,0—16,0—15,9—15,0—15,0—12,6—11,6—10,6—8,9—6,9—6,9—5,0—4,3—4,0—3,6—3,3—2,9—2,3—2,0—1,0—	Opposite.
Above Upper Water Gate	1,9—4,6—6,6—7,6—8,6—10,6—13,0—19,0—20,0—20,0—17,9—14,0—15,6—17,0—17,6—18,0—19,6—20,6—21,9—22,0—21,3—21,6—2,3—20,0—19,3—19,3—18,0—18,0—16,6—15,3—13,6—12,6—13,6—12,6—11,0—9,9—8,6—7,0—5,0—3,6—2,0—1,0—	Opposite.
	River in this Place Three Hundred and Thirty Yards wide.	
Lower Water Gate	1,0—1,9—2,6—4,0—6,0—9,0—11,0—16,0—17,0—18,9—19,0—18,6—16,6—16,9—14,6—16,0—19,0—21,0—22,9—21,0—20,9—20,9—21,—20,9—18,0—17,3—15,3—14,6—15,9—11,0—12,9—12,0—9,9—8,0—7,9—7,0—5,3—3,9—2,6—2,0—1,0—	Opposite.
Betwixt Lower Water Gate and Hospital Stairs, 1st.	1,0—1,6—2,6—4,3—5,3—7,6—11,0—12,0—13,0—16,0—16,0—17,9—19,9—20,0—20,0—20,6—21,6—22,0—22,6—22,0—22,3—22,0—22,—21,6—21,0—19,6—20,6—20,9—19,6—20,0—19,6—18,0—16,9—16,0—15,3—14,0—13,0—10,0—8,0—7,6—6,9—4,6—3,0—2,6—2,0—1,3—	Opposite.
A Shoal opposite Creek's Mouth, 2d. 100 Feet out.	1,0—1,6—2,0—2,6—3,0—3,6—4,6—5,0—11,0—16,9—18,9—18,0—16,6—19,0—21,6—21,6—21,0—22,0—21,3—19,9—18,1—17,6—15,9—14,9—12,9—11,6—10,0—9,0—7,0—7,0—6,0—4,6—3,3—2,9—2,6—1,3—	Opposite.
	River in this Place Three Hundred and Twenty-Two Yards wide.	
3d.	1,6—6,0—6,9—7,0—7,6—8,6—11,0—14,9—15,9—18,0—19,6—20,9—21,9—22,3—20,6—20,9—22,0—20,0—20,9—20,9—19,6—19,9—19,—18,6—17,0—15,9—13,6—12,0—9,9—9,0—7,0—6,0—2,9—1,9—	Opposite.
4th.	1,3—2,0—3,9—4,9—5,3—6,6—7,0—10,0—11,9—8,0—9,0—14,0—17,0—19,0—18,9—20,0—21,9—20,9—21,0—15,3—18,9—21,3—21,9—21,3—21,3—21,3—20,0—18,9—15,9—12,3—11,9—9,0—8,6—8,0—6,6—4,9—4,9—4,0—3,3—2,9—1,6—1,0—	Opposite.
5th.	1,0—1,6—1,9—4,9—2,0—2,6—3,0—3,6—3,6—3,9—3,9—4,3—4,9—5,0—6,6—5,0—11,0—17,0—16,9—22,0—19,9—19,9—21,9—19,0—1,3—19,3—22,0—22,3—21,0—20,6—17,6—16,6—15,0—13,0—12,0—10,0—9,3—6,6—3,0—1,6—	Opposite.
Hospital Stairs, 1st.	1,6—1,6—2,0—2,6—3,6—3,3—4,0—4,3—4,9—6,0—8,0—10,—12,6—19,6—20,0—21,0—20,9—20,9—18,9—19,6—21,0—20,0—18,3—17,3—16,0—14,6—13,0—11,6—10,8—7,6—6,6—7,1—6,6—4,9—4,0—3,0—2,6—1,9—1,0—	Horse-Ferry.
2d.	1,0—2,0—6,0—9,0—10,0—10,6—11,0—11,0—12,3—12,6—13,3—13,6—15,3—17,0—18,0—18,0—18,0—18,9—17,3—17,0—17,0—17,6—17,6—14,6—15,6—14,0—12,6—12,0—9,0—6,0—5,6—4,6—3,0—2,0—1,0—	Below Horse-Ferry.
	River in this Place Three Hundred and Sixty-Two Yards wide.	
3d.	1,0—1,6—2,6—3,9—6,0—7,6—10,3—10,6—14,3—15,6—16,3—17,6—17,6—16,0—16,6—16,9—16,3—18,0—19,6—17,6—14,9—16,6—18,—18,6—15,6—15,0—14,6—12,6—7,6—5,3—6,0—7,0—7,9—7,3—5,3—4,0—3,0—2,6—2,3—1,0—	Below Horse-Ferry.
4th.	1,0—2,6—3,6—4,6—4,9—5,9—6,6—6,9—7,0—7,6—8,9—10,0—13,0—13,9—14,6—14,0—13,6—13,0—12,6—14,6—15,3—15,0—15,6—16,—16,6—15,3—12,6—10,9—9,3—9,9—9,6—10,6—9,9—7,3—7,3—6,3—6,3—4,0—4,0—1,6—1,0—	Below Horse-Ferry.
5th.	1,6—3,6—5,0—6,6—9,0—12,6—12,0—13,6—15,9—14,0—14,6—16,6—17,6—17,0—16,3—17,6—17,0—17,0—17,0—17,3—17,9—17,6—17,6—17,6—17,6—17,0—15,6—16,6—11,6—10,0—8,9—7,6—5,0—5,9—4,3—2,6—2,6—2,3—2,0—1,0—	Below Horse-Ferry.
6th.	2,0—3,6—6,6—8,9—12,6—14,3—16,9—15,9—17,0—16,3—16,9—16,6—15,9—13,3—14,3—14,0—13,3—10,9—13,0—16,6—16,9—17,9—1,9—16,0—16,6—14,6—13,3—12,6—10,9—9,9—8,3—7,6—6,6—5,6—5,0—4,0—4,0—4,0—3,0—2,6—2,0—	Below Horse-Ferry.
	River in this Place Three Hundred and Forty-Eight Yards wide.	
7th.	8,0—9,0—11,6—15,6—14,6—14,9—15,6—16,0—15,3—16,0—14,6—15,0—16,6—17,0—15,0—15,3—14,0—12,6—11,9—11,9—11,0—10,9—10,0—9,9—9,6—8,0—8,0—8,3—7,0—6,6—5,6—4,9—3,6—2,6—2,6—1,0—	Below Horse-Ferry.
8th.	2,3—3,0—3,6—7,9—10,9—13,0—16,0—17,0—17,6—18,6—18,3—16,6—16,3—15,0—17,6—17,3—18,6—17,3—17,6—17,6—18,0—18,0—16,6—15,3—15,6—16,0—15,0—14,0—13,6—13,9—13,3—12,6—11,9—11,3—11,0—10,3—10,0—9,3—9,0—8,0—8,6—10,9—8,0—7,0—6,9—5,9—5,0—4,3—3,6—3,6—2,6	Below Horse-Ferry.
9th.	7,0—8,0—9,0—10,6—12,9—13,9—13,9—14,6—14,6—12,6—12,6—13,6—17,3—15,0—16,3—15,0—16,3—17,0—17,0—16,0—16,3—16,6—17,6—18,0—16,0—16,6—17,6—17,3—17,6—17,6—16,3—15,6—16,3—14,3—12,9—12,9—12,9—12,9—12,0—11,3—11,6—11,6—11,0—11,0—10,0—8,0—6,6—5,6—4,6—3,3—1,6—1,0—11,6—11,0—11,0—	Below Horse-Ferry.
10th.	2,6—3,6—5,3—6,6—8,6—11,6—12,6—13,9—14,9—15,3—16,3—16,3—18,0—16,6—16,9—17,6—18,0—17,3—17,6—17,3—18,3—17,0—17,0—17,6—17,0—16,3—16,0—16,9—15,9—15,6—16,0—13,6—13,6—13,9—13,3—13,0—12,6—12,6—12,9—12,9—12,9—11,9—11,6—11,0—9,6—8,0—7,0—4,6—4,0—2,6—	Below Horse-Ferry.
	River in this Place Three Hundred and Forty-Eight Yards wide.	
11th.	3,6—3,9—6,6—9,9—11,6—13,0—14,0—15,0—15,9—16,9—16,9—16,9—17,3—18,3—17,9—18,0—18,0—18,3—17,6—17,3—19,0—18,0—18,0—17,3—13,9—15,0—14,9—14,6—13,9—14,6—13,3—12,9—13,3—14,0—14,3—15,0—15,6—14,3—12,3—10,6—10,0—11,6—8,9—9,0—5,0—3,6—	Below Horse-Ferry.
12th.	8,9—12,3—13,9—15,9—18,6—17,0—17,9—18,0—19,6—18,6—16,3—14,0—14,6—15,6—15,0—16,0—16,0—16,9—18,0—17,3—17,0—17,6—17,6—14,9—13,0—11,6—10,9—11,9—11,3—10,9—9,6—9,3—8,6—6,9—5,3—5,0—7,6—12,9—12,6—12,0—8,6—8,6—5,6—2,6—2,0—	Below Horse-Ferry.
	River in this Place Four Hundred and Eighty Yards wide.	
13th.	1,6—1,9—3,9—4,6—5,6—7,3—10,0—13,6—15,3—16,0—17,9—18,3—17,9—15,0—14,3—13,9—14,0—14,3—17,6—13,6—13,9—15,0—14,—13,9—13,6—13,9—16,6—16,6—18,6—21,0—20,0—21,3—21,0—20,3—21,0—20,9—19,6—18,6—17,9—12,9—8,0—4,6—	Below Horse-Ferry.
Opposite New Docks	1,3—2,6—4,0—8,0—9,0—9,6—10,6—11,0—13,6—15,0—16,0—16,6—18,6—19,0—19,3—21,0—20,6—20,0—20,0—19,0—18,0—15,6—15,—12,6—10,6—11,0—14,3—15,6—18,0—19,6—19,3—20,6—20,0—18,0—7,0—5,0—4,0—3,0—	
	River in this Place Three Hundred and Seventy Yards wide.	
Below New Docks	1,0—3,6—4,0—4,6—5,0—6,0—6,3—7,0—7,0—7,0—8,0—8,6—8,6—10,0—11,0—12,6—13,3—14,9—17,0—17,6—16,3—15,3—14,6—13,9—16,3—16,6—16,6—15,9—17,0—18,0—15,6—14,0—12,6—12,0—13,0—14,0—14,3—14,0—16,0—14,3—6,9—5,0—13,0—11,9—8,0—3,6—2,0	

From Hospital Stairs round to opposite Perry's Docks, Blackwall.

APPENDIX,—No. II.

Licensed Keepers of Bumboats.—1800.

No. of Boats.	*Names.*	*Residence.*
1.	Edward Martin . .	Gravesend.
2.	Peter Hunter . . .	Queen's-head-alley, Wapping.
3.	David Mitchell . .	St. Catharine's.
4.	Thomas Green . .	Narrow-street, Limehouse.
5.	James Irving . . .	Ship-street, Wapping.
6.	James Weden . . .	Stone-stairs, Ratcliffe.
7.	Henry Thorne . . .	Woolwich.
8.	Richard Rounsen . .	Shadwell.
9.	Henry Ford	St. Catharine's.
10.	John Smith . . .	Cherry Garden.
11.	John Ross	Shadwell.
12.	Blake Robinson . .	Rotherhithe.
13.	William Williams . .	Cherry Garden.
14.	Sarah Aiken . . .	Love-lane, Shadwell.
15.	Charles Fetcher . .	Shadwell.
16.	John Crighton Walker,	Limehouse.
17.	Henry Grely . . .	Shadwell.
18.	John Read	Greenwich.
19.	James Fielder . . .	Greenhithe.
20.	Thomas Aldis . . .	Limehouse.
21.	William Slade . . .	Trinity-yard, Ratcliffe.
22.	Thomas Laidler . .	Shadwell Dock.
23.	John Thomas . . .	Trinity-yard, Ratcliffe.
24.	David Cromarty . .	New-street, Shadwell.
25.	Henry Nelson . . .	Shadwell Dock.
26.	Peter Isbister . . .	Ratcliffe Cross.

No. of Boats.	*Names.*	*Residence.*
27.	Domingo Page	Rotherhithe.
28.	Jane Nicholls	Greenwich.
29.	Samuel Huggins	Trinity-yard, Ratcliffe.
30.	David Sanders	Middle Shadwell.
31.	David Mackenzie	Gravesend.
32.	Peter Johnson	Shakspeare-walk.
33.	Cuthburt Bowren	Greenwich.
34.	Timothy Donnovan	Limehouse.
35.	Peter Mouat	Ratcliffe Crofs.
36.	Thomas Miller	Shakspeare's-walk.
37.	John Steward	Limehouse.
38.	Nicholas Grafton	
39.	David Mills	Wiltshire-lane, East Smithfield.
40.	George Wallace	Gravesend.
41.	George Harding	Fountain-stairs.
42.	Richard Maynard	*ditto.*
43.	John Francisco	Cherry Garden.
44.	Edward Watts	Trinity-yard, Ratcliffe.
45.	Thomas Phillips	Ratcliffe Cross.
46.	William Hills	Brewhouse-lane, Shadwell.
47.	William Styles	Gravesend.
48.	Hans Stelling	New-street, Shadwell.
49.	Barnard Bone	Limehouse Wall.
50.	Michael Doyle	Lower Shadwell.
51.	George Anderson	Shadwell Dock.
52.	Hugh Miller	Wapping.
53.	John Ross	Rotherhithe.
54.	David Fristan	Limehouse.
55.	Alexander Malcolm	Wapping.
56.	James M'Gaw	Newmarket-street.
57.	William Whittaker	Shadwell.
58.	William Richards	King-stairs, Rotherhithe.

No. of Boats.	*Names.*	*Residence.*
59.	James Strahan . . .	Greenwich.
60.	James Neale . . .	St. Catharine's-lane.
61.	John Wells	Rotherhithe.
62.	Nathaniel Brown . .	*ditto.*
63.	John Simmons . . .	Gravesend.
64.	Peter Branburg . . .	King-stairs, Rotherhithe.
65.	Robert Moor	Limehouse.
66.	William Bradley . .	Raynham, Essex.
67.	William Murphy . .	St. Catharine's.
68.	Thomas Hill	*ditto.*
69.	William Bristow . .	Rotherhithe-stairs.
70.	Patrick Conaghton . .	Trinity-yard, Ratcliffe.
71.	Robert Grace	St. Catharine's-lane.
72.	Thomas Berry . . .	Hermitage.
73.	Daniel Nowlan . . .	St. Catharine's.
74.	James Stafford . . .	Broad-street, Ratcliffe.
75.	John Burgess	Trinity-yard, Ratcliffe.
76.	Joseph Hornsby . . .	Shakſpeare-walk.
77.	Joseph Dyckes . . .	Woolwich.
78.	William Smith . . .	*ditto.*
79.	William Cochran . .	King-stairs, Rotherhithe.
80.	Thomas Byrne . . .	New-street, Shadwell.
81.	Leonard Johnson . .	Gravesend.
82.	Henry Gibson	Greenwich.
83.	Robert Flemming . .	Stone-stairs.
84.	Robert Fox	Shadwell Dock.
85.	Walter Walker . . .	Narrow-Street.
86.	Thomas Norman . .	Bermondſey.
87.	Charles Stewart . . .	Shadwell Dock.
88.	George Stroughts . . .	Ratcliffe Croſs.
89.	Thomas Young . . .	Wapping.
90.	James Connell . . .	

No. of Boats.	*Names.*	*Residence.*
91.	Jonas Olman	King Edward-stairs, Wapping.
92.	William Turner	Shad Thames.
93.	William Rye	Gravesend.
94.	John Thorn	*ditto.*
95.	James Marshall	*ditto.*
96.	Lake Eccleston	*ditto.*
97.	William Crudin	*ditto.*
98.	Richard Turner	*ditto.*
99.	Richard Hatter	*ditto.*
100.	William Woffot	*ditto.*
101.	Samuel Spooner	*ditto.*
102.	Alexander Bennitt	*ditto.*
103.	Edward Brown	*ditto.*
104.	William Clements	*ditto.*
105.	John Munns	*ditto.*
106.	Henry Foster	*ditto.*
107.	Thomas Collins	Milton, near Gravesend.
108.	Daniel Lamberd	Gravesend.
109.	John Turner	*ditto.*
110.	William James	Greenhithe.
111.	Andrew Gain	Gravesend.
112.	John White	*ditto.*
113.	Daniel Moor	*ditto.*
114.	Anthony Hopkins	*ditto.*
115.	Miles Jewel	*ditto.*
116.	James Base	*ditto.*
117.	Barnard Wilton	Woolwich.
118.	Samuel John Eastfield,	Limehouse.
119.	William Munro	Deptford.
120.	Joseph Wright	Shadwell.
121.	Thomas Bruer	St. Catharine's.
122.	John Keates	Fore-street, Limehouse.

No. of Boats.	*Names.*	*Residence.*
123.	James Wilson . . .	Rotherhithe.
124.	Patrick Dowley . . .	Salisbury-street, Rotherhithe
125.	Rd. Stevenson Branden,	Gravesend.
126.	Francis Lamb	Wapping.
127.	Philip Redmond . . .	Tower Hill.
128.	George Cruden . . .	Gravesend.
129.	Job Tristram	Lower Shadwell.
130.	Thomas Conter . . .	Bouking, Essex.
131.	Thomas Beattie . . .	Shadwell.
132.	Walter Devereux . .	Queen-street, Limehouse.
133.	Benjamin Plummeridge	Horslydown.
134.	Joseph Butcher . . .	Northfleet, Kent.
135.	Maurice Looby . . .	Spring-street, Shadwell.
136.	James Byrne	*ditto.*
137.	Thomas Wilmott . .	Gravesend.
138.	Matthew Devorix . .	Middle Shadwell.
139.	Jeremiah Dennett . .	Gravesend.
140.	George Buike	Shadwell.
141.	William Haycock . .	Shad Thames.
142.	Luke Loft	Gravesend.
143.	Peter Forster	Woolwich.
144.	Patrick Lawler . . .	St. Catharine's.
145.	Richard Harvey . . .	*ditto.*
146.	Richard Rony	Shadwell.
147.	Jasper Scallion	*ditto.*
148.	John Wood	Bermondsey
149.	Isaac Large	Rotherhithe.
150.	John Dawson	Shadwell.
151.	Dennis Redmond . . .	*ditto.*
152.	Thomas Terney . . .	Ratcliffe.
153.	Patrick Conner	Shadwell.
154.	Walter Kensello . . .	*ditto.*
155.	John Rawlings	Gravesend.

No. III.

REPORT *from the Committee of West-India Merchants to the Merchants and Owners of Ships, trading from the West-Indies to the Port of London.*

THE Committee of West-India Merchants, finding every Regulation which they have suggested, and every Expedient which they have adopted, ineffectual to check the enormous Depredations to which the homeward-bound Cargoes of West-India Ships are annually subject in the River Thames, and those Depredations having of late increased in a very alarming degree, not only affecting the interest of the Planter and the Merchant, but also that of the Ship-Owner and the Revenue, have submitted to his Majesty's Ministers a Plan of Police peculiarly adapted to the Port of London, in which the energy of Executive Justice in the punishment of Offenders, is combined with regulations having an immediate tendency to prevent the offence:—And this Plan, comprehending in its structure not only a Marine Police-Office for Judicial Proceedings, but also an Establishment of Boats, and a general Register of Lumpers, having been sanctioned by Government, who have farther conferred on it all the stability and importance of a PUBLIC INSTITUTION, by a determination to defray the expense of the Judicial Department.—It becomes necessary to explain to those most essentially concerned the outlines of this New Establishment, and the security which it holds out to Property by means of the Civil Force, which will be attached to the Police Department:—By the speedy and regular Discharge of Ships, by Men properly selected and registered:—And by a System of Superintendance under Regulations properly methodized, and calculated to give energy and effect to the general design of the Establishment.

With

With this particular view it has been determined, that a Marine Police Office shall be forthwith established at No. 259, Wapping New-Stairs, being as near as possible the Centre-Point where the Ships usually discharge,—and that there shall be two distinct Departments comprehended within the Institution, namely,—

1st. A Police Department where Magistrates shall preside for the purpose *only* of taking cognizance of Offences committed on the River and its vicinity, and to which shall be attached a superintending Magistrate, a resident Justice, a Clerk, a Chief Constable, and Fifty Petty Constables, to be increased to a Hundred if occasion require.

2nd. A Department for Lumpers, to which will be attached a Superintendant of Lumpers, a Cashier to receive the Lumping-dues from the Owners of each Ship, and pay Wages,—a Collecting-Clerk, and perhaps a Book-Keeper.

3rd. That the resident Magistrate shall sit every Day, Morning and Evening, (Sundays excepted,) and shall particularly direct his attention to the means of detecting and punishing Delinquents and preventing Crimes.

4th. That the Constables, besides the ordinary duty attached to their situation, shall act as Watchmen, properly armed, on board each Ship under Discharge. They shall be selected from the best men that can be found; and, to prevent any corrupt practices, will be occasionally changed from Ship to Ship. The duty of these Constables will be to search all Lumpers when they go on Shore in the Evening, and to apprehend and bring to Justice every person discovered conveying any Article clandestinely out of the Ship or Vessel committed to their charge. That they shall be visited Morning and Evening by the Chief Constable, who shall see that each Petty Constable executes the duty assigned him; and, if not, to report his conduct to the superintending or resident Magistrate, that

that he may be reprimanded or dismissed, according to the nature of the offence.

5th. That, as an additional means of prevention will arise from a general Register of Lumpers at the Marine Police-Office, under proper regulations;—the Institution will thus embrace two objects,—*Detection*—and *Punishment*, under the Police-Department: and *Prevention*, under the Discharging-Department. This last is of great importance in perfecting the System, and without which, the Port of London can never be completely rescued from that imputation of habitual and disgraceful Depredations upon Commercial Property, which has arisen out of the present mode of dicharging Vessels. It is therefore proposed to abolish the old System, as ruinous and destructive to the Port of London, and to discharge West-India Ships by means of Lumpers, who shall be attached to the Marine-Police Establishment, and who will be employed in rotation, and victualled by the Owners on board the Ship, under a reputable person in the character of a Foreman, who shall be answerable for the quick and regular dispatch of Ships. But, great as the advantages are, which may unquestionably be expected to result from this System, its success will depend on the support and union of the Ship-Owners as well as the Merchants, in attaching themselves closely to this new Institution; and in forming resolutions to conform to the Rules established for the Protection of Property in the River; and to discharge their Vessels by no other Lumpers than those who are registered and furnished by the Establishment.

It is with peculiar satisfaction that the Committee find themselves enabled to state, from every estimate they have hitherto been able to form, that the expense of Lumping out a Ship under the new System, will probably not exceed the average-amount hitherto paid for Lumpers and Watchmen;—the whole of the Freight on the quantity of Produce usually plundered,

dered, will therefore be a clear profit to the Ship; and, estimating this Depredation at the very low rate of a ¼ Cwt. of Sugar per Hogshead, it is obvious, that the saving to Ship-Owners, in the Port of London only, will, in One Year, amount to upwards of £.10,000, on the single Article of Sugar imported, exclusive of other Merchandise.

The Merchants and Ship-Owners, interested in the prosperity of the West-India Trade and the Port of London, are therefore invited to afford their utmost assistance in giving effect to this new and useful Establishment, by entering into a Resolution to discharge their Ships only by means of Lumpers registered at the Marine Police-Office. It is therefore earnestly requested, that all Merchants, Ship-Owners, in the West-India Trade, or Agents for Ship-Owners, who approve of this Institution, and who are desirous of giving it effect, will be pleased to apply to the superintending Magistrate at the Marine Police-Office, No. 259, Wapping New-Stairs, by Letter or personally, as soon as possible, that it may be precisely known who are to be considered as disposed to attach themselves to the Institution, and to avail themselves of the benefits which it holds out.

Committee-Room, Marine-Society's Office, June 26, 1798.

No. IV.

MINUTES *of a Meeting of the Committee of West-India Merchants, held at the Marine-Society's Office, in Bishopsgate-Street, on Friday the 22d of June,* 1799: *containing Explanatory Observations, relative to the Effect of the Marine Police System, and Propositions for discharging Vessels, and protecting the Cargoes and the Tackle, Apparel, and Stores, of West-India Ships, upon a Plan advantageous and satisfactory to all concerned.*

AT a Meeting of the Committee of West-India Merchants, held at the Marine-Society's Office, in Bishopsgate-Street, on Friday the 28th of June, 1799.

Mr. COLQUHOUN, superintending Magistrate of the Marine Police Office, laid before the Meeting a Report, containing specific Details, relative to the Organization, Management, and Effect of the Marine Police Institution, during the last Twelve Months; together with various other Documents, explanatory of the System which has been pursued for the protection of West-India Property, against the excessive Plunder and Depredations which formerly prevailed; and the Committee being anxiously solicitous, that the benefits, which were derived, wherever Ships and Lighters were placed immediately under the Charge of the Institution, should hereafter be extended generally to the whole of the West-India Trade,

"RESOLVED,

"That, with a View to remove those prejudices and misconceptions, which have hitherto tended to impede the full efficacy of the Design, the following Statement, accompanied by propositions for the delivery of Ships' Cargoes by the Marine

Marine Police Office, be printed and sent to the Merchants and Ship-Owners, trading from the West-Indies to the Port of London."

The Marine Police Office, established in June 1798, has a two-fold object: To procure a speedy and regular discharge of West-India Ships by registered and approved Lumpers, under the control of the Office; and to protect the Property in every stage of the Discharge, from the moment the Ship arrives at her Moorings to the final delivery of the Goods at the King's Beam, by means of a Civil Force attached to the Police Department.

The efficacy of the System adopted for the attainment of these ends being universally admitted, it is unnecessary to enlarge upon it: To the expence only attending its execution objections have been started; and on this score much misconception and unjust prejudice have prevailed. The amount of the Rates, as settled last year by the West-India Committee, has, in some instances, been complained of as an exorbitant charge for Lumping; and in others, as a still more unreasonable remuneration for Protection from Plunder: But it should be recollected, that both these services are included in the charge, and it is presumed are effected without any increased expence to the Ship-Owner; who, on the contrary, derives protection for his Ship, her Tackle, and Stores, from the River and Quay Guards, to which expence he contributes nothing.

The Lumping Rates have been ultimately settled on the lowest Terms, for which honest labour can be procured for daily wages. A Ship-Owner could not therefore obtain it at a cheaper rate, unless in cases where an adequate indemnification for the abatement can be obtained by the Plunderage of the Cargo. The remainder of the expence incurred for Ship-Constables cannot be deemed an additional burden, since those furnished by the Office are only efficient Substitutes for very inefficient

efficient Watchmen, who were, or ought to have been, employed, according to the established usage of the Port, and at nearly the same rate of wages.(a)

On the subject of Plunder, it seems unnecessary to bring forward the evidence, heretofore adduced, to prove the extent and magnitude of the evil; it is sufficient for the present purpose to repeat, that, in many instances, the Master Lumpers were deeply implicated in the crime, by pocketing the sums for which they contracted to lump out, and allowing their men to remunerate themselves by Plunder. The Committee, therefore, does not consider it possible to make a fair comparison of the expence of working out a Ship, under the former and present Systems, by a simple reference to the amount of the respective Bills; yet they cannot doubt, that, when the Table of Dues, now settled with the Lumpers under the Police System, are carefully perused, they will be considered as *fair*, *moderate*, and *economical*.

It appears to this Meeting, from the Documents which have been produced, that thirty-eight individuals followed the occupation of Contractors for lumping out West-India Ships, previous to the Establishment of the Marine Police, who generally employed Foremen; and, having several Ships working at the same time, seldom attended in person to their Discharge.—That, under the New System, sixty-seven nautical Master Lumpers, who either constantly attended themselves, or made it their business to superintend the Labourers under their charge, were taken into the employment of the Institution, and properly sworn and instructed, besides twenty-three of the old Class.

(a) In this View of the Case, it must be admitted, that neither the Expence of Lumping nor Ship Constables can be considered as any *new Charge*; and ought not to be blended with the actual Expences of the Police System, since Lumpers and Watchmen must be paid for, whether there be a Police or not.

The

The remaining fifteen were either excluded as impure characters, or declined the employment, either from a dread of the consequences of the oath of fidelity, and the control, or from the encouragement given them by those, who did not or would not, see the advantages held out to them by the Institution. The new Master Lumpers have been in training for a year; and, as they usually work along with the Labourers they employ, and are tied down by specific rules and an oath of fidelity, besides the direct control of the Surveyors, this Meeting is of opinion, that they are likely not only to be able to work at a cheaper rate, but also to conduct the operations of the Discharge with more purity, and with a greater attention to the interest of those, who are concerned either as Ship-Owners or Proprietors of the Cargoes. The average Expence on two hundred and eleven Ships worked out under these Master Lumpers appears, from the Documents produced at this Meeting, to have been 31*l.* 16*s.* 10*d.* per Ship, which does not seem to warrant the opinions which have been formed of the great increase of expence attached to the New System; nor is it fair to impute to this System those unavoidable charges, which may have arisen from the delays occasioned by the want of Lighters and the crowded state of the Quays; a Contingency, which nothing but extended Conveniences can remove. The Question submitted by this Meeting to Ship-Owners, and to the Trade at large, is,—"Whether, *all circumstances considered*, the expence is not as "moderate as could reasonably be expected, as a proper remu-"neration,—not for *criminal* but *honest Labour?*" And whether, after the great labour which has been bestowed in systematizing this Design, and in forming a new class of men, more likely (from personal attention, and from being under control) to conduct this branch of the business of the Port with honesty and œconomy, it is not decidedly the interest of Ship-Owners, as Guardians of the Property of their Employers, to attach themselves to an institution, where a Chain of Protection is established,

established, which does not and cannot attach to Ships or Cargoes, which are not worked out under the control and inspection of this useful Establishment? Perhaps it may be necessary in this place to inform the Trade, that in all instances, where Plunder to any extent was detected last year, it proved to be from Ships not placed under the Protection of the Institution. It is for Ship-Owners and Agents, having the charge of such Ships, to determine how far they regard the interest of the Freighters in permitting the Property, intrusted to their care, to be open to Depredation, while the means of Prevention are accessible.

For the purpose therefore, of attaining the object in view, and to remove from the minds of all concerned every idea of profit to the Institution, from the exertions that are used to eradicate the Depredations, which have so long afflicted the Shipping-Concerns and the Floating West-India Property in the River Thames, the following Propositions are made to Consignees and Ship-Owners:

I. That Master Lumpers, on the application of Ships' Husbands or their Agents, will be recommended by the proper Officer of the Institution who superintends that Department, with whom the Parties applying shall themselves make their own agreements, either on the Terms specified in the Table of Dues already mentioned, or as much lower as can be obtained, with the benefit of the Protection of the Institution, provided such Master Lumpers, who shall superintend the work, are sworn to fidelity, and placed under the control of the Police, and the prices agreed on for specific Labour registered in the Office; and that two Constables are also applied for as Guards in the Ships and Lighters, at 2s. 6d. per day, and 2s. 6d. per night, each, while the Ship is discharging Goods, and to be reduced to half-pay during the period that no work is carrying on, after the first week; and the said Constables to be victualled on board.

II. That on depositing 2*s.* per Ton, when any Ship is thus placed under the Protection of the Office, the Owners will be relieved of the trouble of paying the Lumpers weekly, which, in most instances, will be necessary where Master Lumpers are employed, who perform the work themselves; and who, on this account, will deserve a preference, although they may be unable to advance money till the work is finished.

III. In all cases where money is deposited, a faithful account shall be kept of the same; and an exact statement of payments and disbursements furnished each Ship's Husband after the Discharge, containing a specific statement or account of the advances to Master Lumpers and Constables, and the sums paid to each on a final settlement, (unless Ship's Husbands should signify a wish to make such final settlement themselves.) And, in consideration of the expence of *Officers* and *Clerks*, who must be employed in this Department, *to engage Lumpers, adjust Accounts*, and *attend to the general detail of the Business*, a charge only of five per cent. on the whole money disbursed shall be made, and the exact balance, as the case may be, either paid or received, so as to render it clear to Demonstration, that no benefit whatsoever rests with the Institution, inasmuch as the five per cent. on the Disbursements will be more than exhausted by the additional salaries to Officers and Clerks, and other expences which would not be incurred, independent of the Discharging System.

IV. In cases where Ships' Husbands may not incline to place their Ships under the immediate charge of the Office, it is recommended to them to attend particularly to the Police Rates, which have been found, by experience, to afford only a fair remuneration to those who are in the habit of performing a part of the labour themselves. Where separate agreements are made, it is recommended that the parties contracting shall be sent to the Office, for the purpose of having their names registered, and of being sworn to Fidelity. This will cost nothing, while it may

may be productive of great good in overawing Delinquents, and in preventing gross impositions upon Ship Masters and others, in making agreements with impure characters, it being always understood, that no person shall be registered and sworn to Fidelity, who has been known to have been guilty of any evil practice.

V. It is understood that all Ships, which are *constabled* and worked out by a Master Lumper, under the Cognizance of the Office, shall be entitled to the benefit of the daily and nightly inspection of the Boat Surveyors and River Guard, gratis, and also to the assistance of such Surveyors (being old Ship Masters) in occasionally overlooking the progress of the Discharge, and in promoting whatever may contribute to Security and Dispatch. In preventing the unnecessary breakage of Casks, and in checking Pillage and Embezzlements, not only of the Cargo, but also of the Stores and Materials of the Ship.

Finally, It is to be understood, that in all cases where Ships are not placed under the immediate charge of the Institution, neither the advantages above-stated, nor the System of Protection and Preventive Police, which has been organized, and which has already been found so salutary and beneficial, can be extended either to the *Stores*, *Tackle*, *Apparel*, or *Cargo*. And while it is thus shewn that no extra Expence is to be incurred, that does not immediately apply to the Lumping Department, and that this Expence, while it is extremely moderate, is to produce both œconomy and purity in the Discharge of West-India Ships; this Committee entertain hopes, that all concerned will avail themselves of the benefits which it holds out, both to the Ship-Owners and Merchants, and also to the West-India Proprietors, whose Property they are called upon to protect.

No.

No. V.

RULES *Explanatory of the Expence which will be incurred in discharging West-India and other Ships in the River Thames, and Conditions to be performed by Lumpers, Ship-Owners, and the Marine Police Institution.* 2d July, 1799.

Conditions to be performed by Master Lumpers.

It is understood, that all Master Lumpers, who undertake to discharge Cargoes, shall be sworn to Fidelity, and shall agree to follow the Rules and Orders of the Magistrates for the prevention of Pillage and Plunder; and particularly, that they shall assist the Police Constables in searching the Lumpers when they go on shore. That each Lumper shall carry with him his breakfast and dinner, and shall not be permitted, on any pretence whatsoever, to leave the Ship while under Discharge, until the work for the day is finished; and that small beer shall only be furnished at the Ship's expence. That every exertion shall be used to promote dispatch in discharging the Ship, and to prevent the wilful breakage of Casks, whereby Sugars, Coffee, or other articles, may be spilled or wasted. And farther, that the said Master Lumpers shall select good and proper Labourers, and be careful that they shall have no Apparel calculated to conceal Plunder, nor any Jiggers, Bladders with nozles, Pouches, Bags, Socks, or Vessels of any kind, whereby Plunder may be obtained and conveyed away. To begin to Work at Six o'Clock in the Morning, and not to leave off till Six o'Clock in the Evening, during the Six Summer Months; and from Sun-Rise to Sun-Set, during the Six Winter Months. To be allowed Half an Hour to Breakfast and One Hour to Dinner.

1st. Rates to be paid for Ordinary Work to be performed by Lumpers previous to, and during the Discharge.

To unbend the Sails, get down the Topgallant Masts and Yards, strike Yards and Topmasts, unreeve running Rigging, put out Boats and Sails, build up a Stage for Cables if required, get up the Cables from below, and coil them thereon, clear the decks of all lumber, get up and rig a Derick for the purpose of discharging the Cargo, and to pump the Ship and wash the Decks when required; and, after the Discharge is finished, the Ship to be completely washed, the Fire-wood piled if required, and the Ship left in every respect in good condition. Where Rum makes a part of the Cargo, the same shall be struck down and placed in a proper situation for Sampling, or hoisted upon Deck to clear the Ship for the Discharge of Sugars or other Goods.

Nota. *For these specific Services Two Guineas shall be paid the undertaking Lumper, in all cases where the burthen of the Ship shall be registered under* 250 *Tons*; *and where the said burthen shall be* 250 *Tons and upwards, then the allowance shall be Three Guineas, and no more.*

2d. Specific Rates to be paid for discharging Cargoes.

	s.	*d.*
For every Hogshead of Sugar from the British Islands	0	11
For every Tierce of Sugar from ditto . .	0	7
For every Puncheon of Rum from ditto .	0	9
For every Hogshead of Rum from ditto .	0	6
For every Tierce of Coffee from ditto . .	0	7
For every Barrel of Coffee from ditto . .	0	4
For every Bag of Coffee, Ginger, Pimento, Cocoa, and Turmeric	0	2
For every Bag of Cotton	0	6

For

	s.	d.
For every Pocket of Cotton	0	3
For every Hundred Hides	4	6
For every Ton of Logwood, Mahogany, Fustic, and other Dye-Woods . .	3	6
For every Elephant's Tooth	0	2
For every Cask of Ginger, from 2 to 3 cwt.	0	4
For every Cask of Castor-Oil	0	10
For every Lancewood-Spar	0	2
And for every Hogshead of Sugar from Martinique, and other Captured or Foreign Islands, where the Weight upon an Average does not exceed 11 cwt. or thereabouts	0	8

The Rum, Cotton, Coffee, and other Articles, on board of Ships from the Conquered or Foreign Islands, to be paid for according to the General Table.

3d. *Rates to be paid for extraordinary Work out of the Common Course.*

I. In all cases where Rum Casks are struck into the hold of any Ship or Vessel, after being hoisted upon Deck, an allowance of 4*d.* per Puncheon, and 2*d.* per Hogshead, to be made for this extra Work; to be paid for on production of a Certificate from the Commanding Officer on board at the time by the Master Lumper. And this charge to be incurred as often as the said Rums are hoisted up or lowered down into the Hold; excepting in cases where a specific agreement is made on lower Terms, to be certified as to the amount by the said Commanding Officer.

II. In cases where any Foreman Lumper shall be directed to perform any labour, not already specified under the head of *Ordinary* and *Extraordinary Work*, a specific agreement shall

be made for the same, and the Master Lumper shall receive from the Commanding Officer a Certificate, specifying the extra labour thus performed, and the sum agreed to be paid for the same, unless such Officer shall choose to settle for such Work himself.

III. In all instances it is understood, that where such extra Work is paid for on the Certificates of the Commanding Officers, who have agreed for the same, the sum paid shall make a part of the general Disbursements to be settled and paid by the Ship's Husband on a final adjustment of the account.

I, Master Lumper, having perused the Rules laid down by the Marine Police Establishment, and the different Allowances and Rates, for ordinary and extraordinary Labour, do declare myself satisfied with the same. Witness my Hand, this day of

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A Provision for Cases, where, from the particular State and Condition of the Cargo of any Ship or Vessel, it may be impracticable to find Lumpers, who will undertake the Discharge at any specific Rates, which may not be considered as very exorbitant; or where, from the bad Condition of the Casks and Packages, it may not be the Interest of the Ship-Owners and Consignees to resort to the usual Mode of Working.

When a Ship is so peculiarly circumstanced as to require much care and circumspection in the Discharge of the Cargo, from damage, or the bad condition of the Casks and Packages, in that case the Unlading of the Ship shall be carried on by Day-labour, at as cheap a rate as it can be procured, and a true and faithful account rendered of the same.

Conditions to be complied with by Ship-Owners.

When a Ship is placed under the Cognizance of the Marine Police Institution for the purpose of being discharged, two Constables

stables shall be applied for, to protect the Cargo, and the Tackle, Apparel, and Stores, of the Ship; and two Shillings per Ton shall be advanced for the purpose of defraying the weekly Wages of the Lumpers, until the amount can be finally adjusted. Each Constable to receive 2*s*. 6*d*. per day, and 2*s*. 6*d*. per night; to be reduced to Half-pay after the first week, during the period the Ship is not working. The full amount of the actual Disbursements, *and no more*, shall be ultimately paid by the Ship-Owners, with 5 per cent. on the same, to defray the extra Expences incurred by the Lumping System.

Conditions to be complied with by the Marine Police Institution.

I. A faithful account shall be kept of the Disbursement of the Money deposited, and an exact statement of the same furnished to the Ship's Husband, and the Balance of the Amount either paid or received when the Discharge is finished; placing against such deposit the actual advances made to the Lumpers and Constables, with 5 per cent. on the Amount of the Disbursements, to defray the expence of the Officers and Clerks, who must necessarily be employed to conduct the Lumping Department; every pecuniary benefit to the Institution being disclaimed.

II. In all cases where Ships are placed under the Cognizance of the Institution by means of Constables and Lumpers, such Ships, with their *Cargoes*, *Tackle*, *Apparel*, and *Stores*, shall be entitled to the daily and nightly inspection of the Boat Surveyors and River Guards, gratis; and also to the assistance of such Boat Surveyors (being old Ship Masters) in occasionally overlooking the progress of the Discharge, and promoting whatever may contribute to Security and Dispatch. Where Ships are not placed in this manner under the Institution, no assistance or protection whatsoever can be afforded.

I approve of the Rates and Conditions herein-before mentioned in Behalf of the Owners of the Ship

Witness my Hand, this Day of

No. VI.

GENERAL INSTRUCTIONS *to* Marine Police Surveyors, *having Deputations under the Authority of the Act of the 2nd Geo. III. cap.* 28.

YOU are constantly to keep in mind, that on your appointment to the Office of a Surveyor, you took a Solemn Oath *on the Holy Evangelists of Almighty God:* That you shall well and truly serve our Sovereign Lord King George in the Office of a Constable for one year, or until you shall be discharged, or shall cease to be in the employment of the Marine Police Institution, for the purpose of preventing and detecting Felonies, Larcenies, and Misdemeanors, in Ships, Vessels, and Lighters, in and upon the River Thames.—That you are not directly or indirectly to connive at any of the said Offences, but to seize and detain the Offenders when detected by yourself or others in any act of Criminality.—That you are to be regular and punctual in the execution of your duty, in conformity to the Instructions which you receive from the Magistrates.—That you will not receive directly or indirectly any Money, Goods, or Property of any kind, for, or in consideration of your conniving at any criminal or improper design, or of concealing any evil practice which may come within your knowledge; but shall conduct yourself with the strictest fidelity in the execution of the duty assigned you.

And you further swear, that you will bear true allegiance to our Sovereign Lord King George, and defend his Person, Crown and Dignity, against all his enemies and opposers whatsoever, and obey the orders of the Magistrates presiding at the Marine Police Office, and all others whom they may set over you—so help you GOD.

Article 1*st.*—You are appointed Sitter in one of the Boats belonging to this Institution; in which, assisted by two Watermen or Rowers under your direction and controul, you are to take

take your regular turn of duty in perambulating the River Thames from London Bridge to Blackwall, agreeably to a rota which is laid down.—In executing this duty, it is expected and required that you should be regular and punctual, departing from the Station at the back-stairs of the Office at the precise hour that is fixed; and after visiting every part of the Pool and the different tiers of Shipping and Craft in that part of the River which is within the limits assigned you, for the number of hours specified in the rota of duty, then you are to return again to your Station at the Office, to be succeeded by the other Surveyors, whose duty commences at the period that yours is completed: so that at all times, both by day and night, there shall be constantly two Boats upon the River.

Article 2nd.—In executing this important trust, it is required of you to be watchful and vigilant in detecting and apprehending all persons offending against the Laws now in being, respecting Felonies, Larcenies, and Misdemeanors, committed on the River Thames within the limits prescribed.

By the Act of the 2nd George III. cap. 28, You are authorised "to apprehend and to detain all persons on board of any *Bumboat*, and also to seize, search, and detain in some place of safety such *Boat*, and the Tackle, Apparel, Furniture, and Lading thereof; and the person or persons so apprehended, shall, (as soon as conveniently may be,) be conveyed before the Justice or Justices having Jurisdiction. In all cases where such Bumboats shall Navigate on the said River Thames, for the purpose of Selling, Bartering, Exchanging, or exposing to Sale, to and among the Seamen and Labourers employed in and about Ships, Vessels, and other Craft in the said River Thames, any Liquors, Slops, Tobacco, Brooms, or any Fruit, Greens, Gingerbread, or other such like Ware: or who shall Sell, Barter, or expose to Sale as aforesaid, such Articles, in or from, or out of any Bumboat or other Boat, other *than and except such Boats as shall be entered in the* Office of the Trinity Corporation, and shall be used and navigated for the purposes aforesaid

aforesaid in the day time between *Sun-rising and Sun-setting only*. Or where persons navigating such Boats as aforesaid, shall take in Exchange, or by way of Barter, or shall unlawfully receive or procure to be delivered to them, any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, or Materials*, or any part of the Cargo or Lading of any Ships or Vessels in the said River Thames: *Or in cases* where any Bumboat or other Boat shall be found Navigating for the purposes aforesaid, from London Bridge to the Lower Hope Point, and shall not be entered by the Owner, or Owners thereof, with the Corporation of the Trinity-house, and who shall not have marked his or their Christian and Surnames, and place or places of Abode, on the said Boat."

That all such Offenders on being brought before the Justice or Justices, *may be dealt with as the Law directs*.

The said Act also authorises you, " to stop, search, and detain in some *place of safety*, any Boat which there shall be reason to suspect, has any *Ropes, Cordage*, Tackle, Apparel, Furniture, Stores, Materials, or any part of any Cargo, or Lading, stolen or unlawfully procured from or out of any Ship or Vessel in the said River Thames; and also, to apprehend and detain any person who may be reasonably suspected of having or conveying any such Goods, Stores, or things in such Boats, and such person or persons so apprehended, shall be as soon as conveniently may be, conveyed before any one or more Justice or Justices of the Peace, for the County, City, Division, or Liberty, or place adjoining the said River."—*To be dealt with as the Law directs*.

The same Act further authorises you, " to apprehend all persons who shall be discovered Cutting, Damaging, or Spoiling any *Cordage, Cables, Buoy-Ropes*, Headfasts, or other Fasts, fixed to any Anchor, or Moorings, belonging to any Ship or Vessel at Anchor or Moorings in the said River Thames, or any Ropes used for the purpose of Mooring or Rafting Masts or Timber, or shall be aiding or assisting therein with an intent

to

to steal the same; and to convey such Offenders before the Justice or Justices as aforesaid," *to be dealt with according to Law.*

By the Act of the 32nd Geo. II. cap. 16, You are authorised to give information to a Justice of the Peace in all instances where you discover any Ship-Master, or other person, receiving or putting on board any Ballast, without having previously made a due entry of the same at the Ballast-Office of the Trinity Corporation; and who have not paid to the said Corporation one penny per Ton for the same, or who shall receive or put on board any Ship or Vessel any greater quantity of such Ballast than shall be so entered and paid for.

By the same Act, you are authorised to give Information in all cases where Vessels inward bound shall unlade or throw out Ballast in the River, and shall not land the same on some common Wharf or Quay near the same, at the expence of the Owner or Master, or into Lighters belonging to the said Corporation.

In the execution of these duties, you are protected by the said Act of 2 Geo. III. against all persons attempting to obstruct you:—It being enacted, "*that all persons so obstructing, and all such as shall act in their assistance, shall, on conviction on the oath of two credible witnesses, be transported for seven years.*"—It becomes therefore your duty, when such Offences are attempted, first to warn the parties of their danger, and if an actual obstruction takes place, to bring the Offender to Justice.

Article 3d.—In the course of your duty upon the River, if you should discover that the Master or Commander of any Ship or Vessel (contrary to the Act of 5 Geo. II.) outward-bound, shall receive on board any Gunpowder, (not being a Ship in His Majesty's Service,) in any part of the said River above, and not against or below Blackwall, you are authorised to lodge an Information against the Offender or Offenders, that they may be dealt with according to Law.

And in like manner, if (contrary to the said Act,) you discover that the Master or Commander of any Ship or Vessel inward

inward-bound, (not being in the King's Service,) shall not have landed his Gunpowder either before his arrival at Blackwall, or within twenty-four hours after he shall have come to an Anchor there, or at the place of her Unlading, you are also to lodge an information against the Offender or Offenders, that they may be dealt with according to Law. And further, if you discover any Gun-powder conveying upon the River Thames, (exceeding 100 pounds,) in any Barge, Boat, or other Vessel, (except in Vessels with Gun-powder imported from, or to be exported to any place beyond Sea or Coastwise,) the same may be seized, unless in Barrels of not more than 100 pounds in each, and hooped without any Iron about them; and also, unless such Powder is in close-decked Barges, Boats, or Vessels, and covered besides with Raw Hides or Tarpaulins, the Powder so seized in such cases, becomes on conviction, forfeited to the use of the person seizing the same.

And further, (if contrary to the said Act,) you shall discover that the Master or Commander of any Ship, (not being in the King's Service,) lying between London Bridge and Blackwall, shall permit any Gun to be fired before Sun-rising, or after Sun-setting, or where Guns are found to be Shotted on board of such Vessels in any part of the River Thames, you are in like manner to lodge an Information, that the Offenders may be dealt with according to Law.

And if you shall in like manner, discover (contrary to the said Act,) that any person or persons on board of any Ship or Vessel in the said River, between London Bridge and Blackwall, shall heat or melt, or cause or permit to be heated or melted by Fire, Loggerheat, Shot, or any other thing on board of such Ship or Vessel, any Pitch, Tar, Rosin, Grease, Tallow, Oil, or other such Combustible Matter or thing, you are also to lodge an Information, that the Offenders may be dealt with according to Law.

Article 4th.—In your Perambulations within the limits assigned you, and particularly in the night time, you will be exceedingly

exceedingly watchful respecting Fires, both on board of Ships and on the Wharfs; and for this purpose, if your suspicion should be excited by any appearances indicating any evil designs upon the Shipping or Warehouses, by having Combustibles in their possession, or by any other act that may denote an intention to do mischief, you will carefully watch such persons, and when such intentions are clearly ascertained, you will prevent the evil by apprehending the Culprits before they have been able to carry their diabolical designs fully into execution, and convey them before the Magistrates.

Article 5th.—In case of Fire or any appearance thereof in any Ship or Vessel on the River, you will instantly adopt the most effectual measures for extinguishing it, by giving notice to those who have the charge of the Engines upon the River, and by calling to your aid as many Officers as can be found in the Service of this Institution, and employing the whole of the Boats in whatever service may be necessary to remove Shipping and to prevent the extension of the danger.

Article 6th.—In your daily and nightly Perambulations on the River, and particularly in gales of Wind or Snow-storms, if you at any time discover Ships, Vessels, or Craft, drifting, or in danger, you will consider it to be your indispensable duty to give your utmost assistance in securing them, by warning the persons on board of their danger, and aiding in securing their Vessels: and in all cases where Vessels or Craft, are drifting without any person on board, and particularly such Vessels as are laden, it is expected and required of you, that you will take charge of them and remove such Vessels or Craft to some place of safety, leaving a Guard upon the Property, until proper notice can be given to the Owners.

Article 7th.—In your general Surveys on the River, you will keep a watchful eye upon Ships under discharge, particularly Vessels from the West-Indies, not placed by their Owners under the charge of the Institution, and not benefiting on this account by the Preventive System, which attaches to Ships

guarded

guarded by Police Officers under your controul.—Be particularly vigilant when the Lumpers and other Labourers leave these unprotected Ships, and where Sugars, or any other Article suspected to have been stolen from the Cargo, is found in their possession, or in the possession of Lumpers or others coming from any Ship or Vessel in the River, you are to do your duty as detailed from the words of the Act of Parliament in the Second Article of these Instructions.

The same authority enables you to detect all classes of Lumpers or others from Ships in general; also *River Pirates.—Night Plunderers.—River Thieves, who are in the practice of stealing Goods from outward-bound Ships.—Stealers of Goods from Craft.—Thieves in the practice of stealing Coals and Timber.*—And other Acts authorise you to detect Delinquents damaging Cordage, Cables, Buoy-Ropes, &c.—*Receivers, and others landing Goods from his* Majesty's Ships, and Ships and Vessels not in the King's Service, having on board any Cordage, Blocks, Metals, Stores, or Materials with the King's mark thereon.—Or persons committing Misdemeanors with respect to Gunpowder, Guns shotted, heating Pitch, Tar, and other Combustible Matter, or lading or discharging Ballast contrary to the Laws herein before mentioned.*

Article 8th.—Wherever information is received, or suspicion is excited of any evil practice being in contemplation in any Ship, Vessel, or Craft, or in or about any Wharf, Landing Place, or Slip, on the banks of the River, the utmost exertions are to be used in watching those points of danger, for the purpose of either preventing the mischief, or of detecting and bringing the Offenders to Justice.

Article 9th.—In the execution of these important Trusts, which are thus assigned you, it is expected and required that you shall conduct yourselves with the utmost attention to propriety.—That you will spurn with indignation every attempt

* For further information on this subject, you are referred to the Rules and Regulations of the Port of London.

to

to corrupt your integrity or to withdraw you from the strict line of your duty, in the execution of which, the utmost *zeal, vigilance, prudence*, discretion and sobriety, must on every occasion be manifested, never resorting to acts of severity or harshness when it can be avoided, and on no account using Arms but in your defence.—In your intercourse with the Revenue Officers, you will conduct yourself with the utmost civility and propriety, and render them every assistance in your power.

Article 10*th*.—You are to insert in your Diary all the occurrences of the day and night while you have been on duty, and report the same to the Magistrates every morning: and you are also to collect in a *General* Report, to be delivered once every Quarter on the day your Salaries are paid, a detailed account of the Specific Services you have performed during the preceding three months, under the following heads, viz.—1st. *The evils you have prevented.*—2nd. *The number of Offenders you have detected, and of these the number convicted.*—3d. *The Ships, Vessels, and Craft, which by your vigilance, have been preserved when drifting in the River.*—4th. The general state of the River with respect to security, and every other information which may be connected with your Official Duties, that nothing may be withheld from the Magistrates, leaving them to act upon such information as they shall judge proper.

PARTICULAR INSTRUCTIONS *to* Marine Police Surveyors, *to whom is assigned the duty of visiting Ships where the Owners or Consignees thereof have requested Ship-Constables to be stationed, or who have applied for Lumpers to discharge the Cargo.*

Article 1*st*.—In all instances where Ships discharging Cargoes under the cognizance of this Institution, are placed under your particular charge, with Marine Police Officers on board for the protection of the Cargo, you are required to visit such Ships at least once every day, and also once during the night, noting down in the Officers' Book the hour you visited the Ship,

and

and taking down in your own Book such occurrences as may be proper to convey to the Magistrates, whether they relate to any matter applicable to the conduct of the Officers under your controul, or the Lumpers employed in the discharge of the Cargo.—Although this Institution can take no responsibility upon itself relative to such Cargo, yet it is your duty to see that the directions of the Magistrates for the purpose of preventing Plunder, are strictly carried into effect. In particular, you will enforce the following Regulations:—

1st.—That the Printed Caution against Pillage and Plunder, is fixed on the Mast of each Ship placed under your charge.

2nd.—That the Caution against insulting Police Officers, is fixed up in a conspicuous part of the Ship.

3d.—That the Advertisement forbidding the appropriation of Sweepings and Scrapings, is also generally made known.

4th.—That the Constables in each Ship belonging to your division, are furnished with Printed Instructions, and a sufficient number of the Weekly Bills of Discharge, and also the Lighter Pass-Bills.

It will be your particular duty to furnish yourself with a Copy of the Book of Instructions for Regulating the Conduct of Ship Constables, and to see that the various duties assigned them are punctually performed, and regularly to report to the Magistrates every instance where they appear remiss, careless or incapable; at the same time bringing under their review, the conduct of such Officers as are vigilant, active, prudent, and discreet, in the execution of their duty.—You will regularly examine the Books kept by these Officers; and where they are new in Office and ignorant of the importance of the duties assigned them, you will in such cases admonish and instruct them.

Article 2nd.—As often as you visit Ships in the day time during their Discharge, you will afford every assistance in point of

of advice and information, which may arise from your local and nautical knowledge in facilitating the discharge, in preventing unnecessary expences, in controlling every disposition manifested on the part of the Lumpers, to injure the Casks and Packages, or to lay or execute plans for obtaining Plunder.

Where disputes arise between the Commanding Officer on board, or others, and the Lumpers, you will use your best endeavours to compose and reconcile all these differences, that the Work may go on with expedition and harmony.

You will at no time remain longer on board of any one Ship than the nature of your duty requires, and on no account longer than you can be employed usefully to the Institution.

Article 3d.—It will be your duty to keep an attentive eye on all Lighters receiving Sugars and other Goods from Ships under your charge, that no evil practice may be permitted to go on while lading; and afterwards to see that each Lighter is furnished with a Tarpaulin to protect the Cargo from damage; and also, that no Lighterman is suffered to loiter and wilfully to lose the Tide.—And further, that a Marine Police Constable with a Printed Bill properly filled up, shall always accompany each Lighter.—And if Tarpaulins are wanting, or any thing amiss respecting the arrangements established with respect to Lighters, shall come to your knowledge, you will report the same immediately to the Magistrates.

Article 4th.—In your nightly Surveys of the River, for the purpose of visiting the Ships of your division, you will also visit the Wharfs where the Lighters with Sugars, and other Commercial Property are lying, not only for the purpose of seeing that every thing is safe, but also as a check upon the Police Guards stationed upon the Quays and on the said Lighters, who are to be hailed, and if not found upon duty, their want of vigilance to be reported next morning.—And on boarding the different Ships in your division, during which, if

any Ship Constable, shall not answer at your call, and shall be found in bed or asleep, and not walking the Deck, you will report the same to the Magistrates in the morning.

Article 5th.—In the general execution of your duty, you will conduct yourself in such a manner as not only to deserve the confidence of the Magistrates as a vigilant and attentive Officer, but to impress upon the minds of Consignees, Ship-Owners, and Ship-Masters, a due sense of the advantages derived to the Port of London in general, and to the protection of Commercial Property in particular, from your zeal and vigilance in the execution of these and all other Instructions you may receive from the Magistrates. For this purpose, you will ever keep in view that you are Superior Officers, and that as a greater trust is reposed in you, more extraordinary exertions will be expected. And that while Depredations exist upon the River, these exertions can only be manifested and proved by your success in detecting Offenders, and in bringing them to Justice.

INSTRUCTIONS *to* Land-Officers *in the Service of the Marine Police Institution, being sworn and admitted as Constables, and having Deputations under the Authority of the Act of the 2nd Geo. III. cap.* 28.

You are constantly to keep in your recollection, that you have taken a Solemn Oath "on the Holy Evangelists of Almighty God," That you shall well and truly serve our Sovereign Lord King George in the Office of a Constable for one year, or until you shall be discharged in due course of Law, (or shall cease, in consequence of Resignation or Dismission, to be in the Service of the Magistrates of the Marine Police Establishment,) for the purpose of performing these duties belonging to the Office of a Land and River-Officer, in detecting Felonies, Larcenies, and Misdemeanors, committed in Ships, Vessels, and Craft, in and upon the River Thames; and

and in seizing and apprehending persons who may have in their possession any part of the Stores, Furniture, or Cargoes of the said Vessels or Craft which may reasonably be suspected to have been stolen: And all other duties connected with your situation as Thames Police Officers.

In the execution of the Office, and powers with which you are thus invested, you promise and swear to conduct yourselves with the utmost purity, discretion, and vigilance.—That you are not directly or indirectly to receive any Money, Goods, or Property of any kind, or the promise of any reward for, and in consideration of your conniving at any criminal or improper design, or concealing from the Magistrates any thing injurious to the ends of Publice Justice, or the prevention of Criminal Offences.—And further, that you shall bear true allegiance to our Sovereign Lord King George, and defend his Person, Crown, and Dignity, against all his enemies and opposers whatsoever; and obey the Orders and Instructions of the Magistrates presiding at the said Marine Police Office—so help you GOD.

1st.—You are ever to keep in view, that in executing the duties of your Office, you are to demean yourself with the utmost propriety and decorum, and with the greatest attention to accuracy, prudence, and discretion.

To permit no temptation to seduce you into a state of intoxication, on pain of immediate dismission: you are never to be off your guard, or manifest any harshness or severity in the execution of your duty, while at the same time you conduct yourself with zeal, firmness, and caution, in all matters intrusted to your care, taking the Laws of the Land constantly for your guide.

You are on no occasion to shew your Arms with a view to excite terror; and they are never to be used on any occasion but in your own defence.

2nd.—You are to receive no fee or gratuity from any person whatsoever, for any duty you perform. Neither are you to receive any reward for Services however meritorious, unless with the previous consent of the Magistrates.

3d.—*In executing your duty as a Land-Officer,*

You are authorised (being a Constable duly admitted and sworn,) "to apprehend and detain, or cause to be apprehended and detained all and every person or persons who may reasonably be suspected of having or carrying, or any ways conveying any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, Materials,* or any part of any Cargo or Lading stolen or unlawfully procured from or out of any Ship or Vessel in the River Thames; and also, to seize and detain in some place of safety, such Merchandise, Goods, Stores, and things aforesaid; and as soon as conveniently may be, convey, or cause the persons so apprehended, to be conveyed before any one or more Justice or Justices of the Peace for any County, City, Division, Liberty, or place adjoining the said River."

4th.—By Virtue of a Search Warrant, under the Act of the 2nd Geo. III. cap. 28, granted by any Magistrate having legal Jurisdiction, you are duly authorised *in the day time*, to search any Dwelling-house, Warehouse, Out-house, Yard, Garden, and place; and if any such Goods, Stores, or Things, shall be found therein, suspected to be stolen or unlawfully come by, or taken from any Ship or Vessel in the said River, to cause the same to be deposited or kept in some place of safety, and also, to cause the Person or Persons, in whose House, Warehouse, Out-house, Yard, Garden, or other Place, the same shall be found to be brought before such Magistrates, or other Justice or Justices of the Peace, to be dealt with according to Law.

In executing this duty (the Warrant being directed to all Officers

Officers in general) it will be proper, that you call upon some Officer acting for the time being, as a Constable or Headborough in the Parish or Place where the Warrant directs you to search, that he may be at all times present, aiding and assisting in the said search.

5th. If in the course of your duty in patroling the Streets, Lanes, Slips, Passages to the River, and other Places within your Jurisdiction, you discover or receive informations, which may enable you to discover and ascertain, that any Person or Persons, who shall have purchased or received any part of the Cargo or Lading of any Ship or Vessel, or any Goods, Stores, or Things, of or belonging to any Ship or Vessel in the said River, knowing the same to be stolen or unlawfully come by, or shall privately buy or receive any such Goods, Stores, or Things, or any part of such Cargo or Lading, by suffering any Door, Window, or Shutter, to be left open or unfastened, between Sun-setting and Sun-rising, for that purpose, or shall buy or receive the same in a clandestine manner, from any Person or Persons whatsoever: You shall forthwith lodge an information before the Magistrates, that legal steps may be pursued to bring the Offenders to Justice.

6th. In executing the Laws which have now been explained to you, the utmost attention must be paid to the Jurisdiction of the Lord Mayor and Aldermen of the City of London. If an Offence is committed in your view, within that Jurisdiction, the Party offending must be immediately handed over to a City Officer, (unless you are yourself a Constable within this Jurisdiction) and by him carried before the Lord Mayor or some other of the Aldermen, who are alone authorised to take cognizance of the Offence: It will, however, be your duty on such occasions, to attend as a Witness to maintain your charge, and to give evidence.

In executing occasionally the Duties of extra River Officers.

1st. You are authorised by virtue of your Deputation, under

the Act of the 2d of George III. cap. 28, "to stop, search, and detain in some place of Safety, any Boat which there shall be reason to suspect, has any *Ropes, Cordage, Tackle, Apparel, Furniture, Stores, Materials*, or any part of any Cargo or Lading stolen, or unlawfully procured, from or out of any Ship or Vessel in the River Thames, and also to apprehend and detain any Person, who may be reasonably suspected of having or conveying any such Goods, Stores, or Things, in such Boats; and such Person or Persons so apprehended shall be, as soon as conveniently may be, conveyed before one or more Justice or Justices of the Peace, for any County, City, Division, Liberty, or Place adjoining the said River: To be dealt with according to to Law.

2d. You are authorised to apprehend and to detain all Persons on board of any Bumboat, and also to seize, search and detain, in some Place of Safety, such Boat, and the Tackle, Apparel, Furniture, and Lading of such Boat, and the Person or Persons so apprehended shall, as soon as conveniently may be, be conveyed before one or more Justices of the Peace as aforesaid. *In all Cases* where such Bumboats shall navigate in the said River Thames, for the purpose of selling, bartering, exchanging, or exposing to Sale, to and among Seamen and Labourers employed in and about Ships and Vessels, and other Craft in the River Thames, any *Liquors, Slops, Tobacco, Brooms, or any Fruit, Greens, Gingerbread*, or other such like Ware, or shall Sell, Barter, or expose to Sale as aforesaid, any sort of *Liquor*, or any *Slops, Tobacco, Brooms*, or any Fruit, Gingerbread, or other such like Ware, in or from, or out of any Bumboat or other Boat, *other than and except such Boats as shall be entered in the Office of the Trinity Corporation*, and shall be used and navigated for the purposes aforesaid, *in the day time between Sun-rising and Sun-setting only:* or where persons Navigating such Boats as aforesaid, shall take in Exchange, or by way of Barter, or shall unlawfully receive,

or

or procure to be delivered to them, any Ropes, Cordage, Tackle, Apparel, Furniture, Stores, or Materials, or any part of the Cargo or Lading of any Ships or Vessels, in the River Thames.—Or in cases where any Bum boat, or other Boat whatsoever, shall be found Navigating for the purposes aforesaid, in the River Thames, from London Bridge, to the Lower Hope Point, shall not be entered by the Owner or Owners thereof, with the said Trinity Corporation, and who shall not have marked his or their Christian and Surnames, and place or places of abode, on the said Boat, as the Law directs.

3d. If in the course of your duty upon the River, you shall detect any Person or Persons in the act of Cutting, Damaging, or Spoiling any Cordage, Cable, Buoys, Buoy-Ropes, Head-Fast, or other Fasts, fixed to any Anchor or Moorings belonging to any Ship or Vessel at Anchor or Moorings, in the River Thames, or any Rope used for the purpose of Mooring or Rafting Masts or Timber, or shall be aiding or assisting therein with an intent to steal the same; you will forthwith apprehend all such Offenders, and convey them before the Magistrate, to be dealt with according to Law.

Nota.—The said Act of 28 Geo. III. cap. 28, *having* enacted that in case any Person or Persons acting in the execution of any of the powers granted by the same, shall be obstructed therein, every Person so obstructing, and all such as shall act in their assistance, shall on conviction, upon the oath of two credible Witnesses, be Transported for Seven Years. It becomes your duty to warn Offenders of the nature of the punishment, and in all cases where such obstructions are afterwards experienced, to bring the Offenders to Justice as the Law directs.

4th. In your perambulations on the River, you will avail yourself of your local knowledge in carefully watching all points

points of danger, especially Slips and Back-dooas to the River and such quarters as from information actually received, or from other circumstances, you have reason to suspect mischief is intended.

5th. You will be vigilant and attentive in watching the Lumpers and other Labourers coming on Shore from Ships, where they have been employed, particularly those Ships not placed by the Owners under the protection of this Institution—That you will regularly search all Lumpers, and Others suspected to have in their possession any Stores or Materials of Ships, or any part of their Cargoes.

6th. In the execution of your duty, you will conduct yourselves with civility to all Revenue Officers, and where your assistance is required, you will give every aid in your power, in carrying the Revenue Laws into effect.

7th. You are required to make regular reports to the Magistrates of the Marine Police Establishment of all your proceedings once in twenty-four hours, and you are to obey all other instructions which they may see proper from time to time to give you.

INSTRUCTIONS *to* River Officers *having Deputations under the Act of* 2 *Geo. III. cap.* 28, *and employed under the Marine Police Institution, on board of Ships and Lighters in the River Thames, for the protection of Commercial Property against Pillage and Depredation.*

The Oath of Office. IN the first place, you are to keep ever in your recollection that you have taken a solemn oath, on *the Holy Evangelists of Almighty God*, "That you shall "well and truly serve our Sovereign Lord King "George, in the Office of a Constable, for one year, "or until you shall be discharged or shall cease to be "in the employment of the Marine Police Establishment;

" ment; for the special and express purpose, and no
" other, of detecting Felonies, Larcenies and Mis-
" demeanors, in Ships, Veſſels, and Lighters, in and
" upon the River Thames. That you are not directly
" or indirectly to connive at any of the said offences;
" but to seize and detain the offenders, when detected
" by yourself or others in any act of criminality.
" That you are to be vigilant and attentive in watch- Oath of Vi-
" ing the conduct of all Persons who may be sta- gilance.
" tioned on board of any Ship or Vessel, or in any
" Lighter, where you may be called upon to execute
" the duty of a Watchman, whether Lumpers em-
" ployed in discharging the Cargo or others, that no
" pillage or plunder may be committed without
" bringing the delinquents to Justice. That you
" will not directly or indirectly receive any Money,
" Goods, or Property, of any kind, for and in con-
" ſideration of your conniving at any criminal and im-
" proper design, or suffer the same to take place; that Oath of Fi-
" you shall not conceal any evil practice which comes delity.
" within your knowledge, but shall conduct yourself
" with the strictest fidelity and honesty in the execu-
" tion of the duty assigned you. And further, that
" you shall bear true allegiance to our Sovereign Lord Oath of Al-
" King George, and defend his Person, Crown, and legiance, and Obedience
" Dignity, against all his enemies and opposers what- to the Magiſ-
" soever, and obey the orders and directions of the trates.
" Magistrates presiding at the Marine Police-Office,
" and all others whom they may set over you."

And which ORDERS and DIRECTIONS, in the mean Time, are these following:

I. YOU will ever keep in View, that in con- Rules for
sequence of the Authority with which you are now proper Con-
duct.
invested,

invested, your condition in Society is advanced; and it will, therefore, become you to demean yourself accordingly, as a discreet and respectable Man, determined to do your Duty with Prudence, Firmness and Integrity, and to avail yourself of the Power with which you are invested in preventing, as far as in you lies, all Depredations upon Property; and, when such are committed, to seize and detain the Offenders; and that, in general, your conduct shall be such as to command the respect both of the Captain and Mate of the Ship where you are stationed, so as to ensure to you at least an equal degree of Attention and Regard as the Revenue-Officers; since your Rank as Officers, armed with the authority of the law, is at least equal to them; and you must prove that you deserve such rank, and also the confidence that is placed in you, by a prudent and discreet conduct on your part to every person on board, and particularly to the Revenue-Officers; (to whom when required, you will give every assistance) and that you may deserve the respect of others, take care that you pay proper respect to yourself, by keeping yourself sober; * by avoiding disputes and quarrels; and by appearing clean and decent in your person and your apparel; submitting, without grumbling, to such accommodations, and to such fare as circumstances will admit, and considering your duty as the first and only object of your attention.

Sobriety and Decency,

* In all cases where it shall appear to the Visiting Surveyor, or where notice is given by the Captain or Mate that any Officer is in liquor, or has misconducted himself in any respect, such Officer shall be immediately brought before the Magistrates, and if he shall appear to be in liquor, or shall be proved to have in any respect betrayed the trust reposed in him, he will forfeit his wages and be discharged.

II.

II. As soon as you enter the Ship which is assigned you, it must be your first duty to see that the printed paper now delivered, entitled A CAUTION, be nailed, pasted, or fastened, to the Main-Mast; and that you suffer no person to remove or take it down, until the Ship is completely unladen; and that you, or your colleague, read it aloud every morning, while the lumpers are at breakfast, or when they come first on board, that those who cannot read it themselves may not pretend ignorance; and that you also paste up, and read in the same manner, the caution against *Sweepings* and *Scrapings*, that no Person may be allowed to appropriate, to their own use, any article whatsoever, whether sugar, coffee, or any thing else, which may drop into the hold from the casks and packages.

A Caution against Pillage and Plunder to be fixed on the Mast.

Caution against stealing Sweepings and Scrapings.

III. Your next object must be to inspect the ship narrowly, and to turn your attention to all the Points of danger whereby plundered articles may be conveyed into boats, such as the *Quarter-Gallery*, the *Stern* or *Cabin-Windows*, the *Head-Rails of the Ship*, the *Cabin-Scuttle*, the *Forecastle*, the *Port-Holes*, the *Fore-Scuttle*, and *every open Place;* and, when boats are along-side, an additional degree of vigilance must be exercised, to see that no part of the cargo is clandestinely taken away. Before the discharge commences, the hatches ought to remain battened down, as well as every other place leading to the hold, or between decks, where the Cargo is deposited.

Points of Danger in the Ship, from whence Plunder may be conveyed, to be watched.

VI. When the Lumpers come on board to begin to discharge, your attention must be particularly directed to their dress, to see that they have no frocks nor wide trowsers, jamies, or under-waistcoats with pouches; and that no bags or empty stockings are brought

Lumpers to be examined and also Coopers, when they come on board and go ashore.

brought on board either by Lumpers, Coopers, or any other Persons, as, in such cases, it is always for the express purpose of thieving. This precaution to be used every morning; and every person coming on board to assist in the delivery of the Cargo, (and all other persons where a suspicion of any bad intention is excited,) must be regularly searched as often as they go on shore, not forgetting to examine the Crowns of their Hats, as they are often used for the Purpose of concealing Sugar, Coffee, Ginger, Pimento, and other small articles.

Boats coming on board to be carefully examined for Implements of plunder.

V. Be careful in examining every Boat that comes on board, to see that no *Bladders with Nozles, small Pumps, called Jiggers*, or *tin Tubes*, used in plundering Rum, is brought on board: and, if such articles should be discovered concealed in the Hold, Forecastle, Steerage, Cabin, or any part of the Ship, it will be your duty to seize them, and report the case to your Surveyor, at his next visit, that he may convey them to the Marine Police Office. The same rule will apply to Jamies with Pouches, Wallets, Bags, empty Stockings, and Beer-Canns, brought by Watermen with Porter, which, heretofore, have often been returned full of Sugar.

The Duty of Constables explained while the Discharge of the Ship is going on

VI. While the Discharge of the Ship is going on, it will be the duty of you and your Colleague, (whoever can write best,) to attend upon deck, and insert an account of all the Casks and Packages which are put into the Lighter, (to be taken from the Mates' Book, as your attention will or ought to be generally too much engaged looking after the Lumpers and others, to attend accurately to every Package yourself.) And as soon as such Lighter is laden, to cast up the whole Number, as taken down in your Check-book, and

and insert the same in the printed, weekly, daily, and Tide or Way Bill, which last goes along with each Lighter to the Quays. You will receive a sufficient number of these bills, and it will be the duty of the Constable, who is on deck, to note down in his Check-Book the *Name of the Lighter*, the *number of the casks and other packages on board*, and when she departed from the Ship, and to what Quay she is sent. And, while this duty is executing on deck, the other Constable must be constantly in the hold, attending to the unstowing of the cargo, and keeping a watchful eye on the Lumpers and Coopers, that they do not wilfully break casks and packages for the purpose of spilling *Sugar*, *Coffee*, *Pimento*, *Ginger*, and other Articles, with a view to plunder; and, upon its appearing to you that they are carrying such evil intentions into execution, (which has been too often the case heretofore,) you will appriſe the Master-Lumper, (who is a sworn Officer as well as yourself,) and also the Captain or commanding Officer if on board, that a check may be given to it; and it will also be your duty to give the same information to your Surveying Officer on his next viſit.

On Deck, and in the Hold.

On no account are you to allow your attention to be taken off your duty, or your vigilance to be suspended for one moment by performing any labour on board the Ship, as a Lumper or otherwise, on pain of immediate dismission and the forfeiture of all wages due at the time; and it appearing to have been a practice for Lumpers and others to conceal bags of Sugar and other Articles under the Ballast, when working in the hold with a view to remove it after the discharge is finished, you will be particularly watchful to prevent this, and to examine the Ballast as soon as

you

you can have access to it in the evening after the work for the day is finished, and particularly before you quit the Ship, after she is completely discharged, that the plunder so found may be restored to the cargo.

Delinquents stealing any part of the Cargo to be seized and detained.

VII. If, in the courſe of your discharge, you discover any person stealing, or having in his possession, any *Sugar*, *Rum*, *Coffee*, *Pimento*, *Ginger*, *Cocoa*, *Cotton*, or any other Article comprising the Ship's Cargo, or Materials or Stores, you will instantly, by virtue of the Authority you possess, ſeize and apprehend such Offender, and detain him and the Articles stolen in safe Custody until your Surveyor comes on board, or until you can send notice to the Marine Police-Office, that all such Offender or Offenders may be dealt with as the Law directs.

Lanterns to be lighted during the Night.

VIII. It will be your indispensable Duty, soon after Sun-set every Night, to see that two Lanterns are lighted and hung up in the Main-Shrouds, at the Gangway, and there to remain, properly lighted, until Day-break. You and your Colleague, or Partner, are to watch constantly, and without intermission, and to relieve one another every Four or Six Hours, as may be settled between you; and you are, on no Account to accept of the offers of Revenue Officers to watch in your Stead, as when such offer is made, there are strong reasons to suspect it is with no good Design. In this manner have Watchmen, on former occasions, been deceived, and much Plunder carried on. Besides, it will be your duty to keep in mind, that the Police-Surveyor of your Division will visit you at some uncertain hour in the course of the night, and if you or your Partner, as the case may be, are not on your Post awake and on the Look-out, you are to understand, that, by such misconduct and gross

Night-Duty of Constables explained.

neglect

neglect of duty, you will forfeit not only all the Wages which may be due at the time, but you will be stigmatized as unworthy of the truſt reposed in you, and you will be stript of your Deputation as a River-Officer, and instantly brought on shore and discharged with Disgrace. The Consequences of Neglect of Duty, immediate Dismission.

IX. On no account are you to permit Boats to hang upon the Bows, Quarters, or along-side of the Ship in which you are stationed, without complaining to the Captain or Chief Officer on board; and, if he will not remove them, you will note the same down, for the information of the Police-Surveyor and the Magistrates; and, in all such cases, you and your Colleague may justly suspect that Boats so detained, are kept for some evil design, and therefore it will be your indispensable Duty to watch them narrowly, and to seize and apprehend all Persons carrying away any part of the Cargo in a Clandestine Manner. Boats not to be permitted to hang upon the Ship.

X. In executing this and every other Duty, you will conduct yourself with all possible civility to all persons, and particularly to the Captain, Mate, and Revenue-Officers, and allow neither to have the least cause of complaint against you on this or any other account. Civility to the Captain, Mate, and Officers, recommended on all occasions.

XI. As soon as a Lighter is laden, either you or your Colleague must attend it to the Quay, carrying with you the printed Way-Bill already mentioned; and, on your arrival at the Quay, you will call out for the Police-Guard, and deliver the Lighter into his Charge, with the printed Bill of the Cargo, and take his Receipt on your Check-Book for the same; and, when so done, you will return immediately to your Ship, and report to your Surveying-Officer, on his next Visit, what you have done. And as it has heretofore The Duty of Officers, having Charge of Lighters, explained.

tofore happened, that Lightermen frequently lost the tide on purpose, and pretended to run athwart Hawse, merely to have an opportunity of plundering the Cargo, and of concealing it in the Fore-Sheets, you must be extremely vigilant and attentive not only while the Lighter is lading, to see that stolen Bags of Coffee Pimento, Ginger, Cotton, &c. are not hid in the Fore-Sheets, but also that the Lighterman does not lose the Tide, but uses every endeavour to get up as fast as possible; and particularly that no Person is permitted to come on board during her Passage to the Quays, especially in the Night; and, if they do, be watchful of their Conduct, as such visits are generally for some mischievous or bad purpose. And, above all, be careful that no lighter quits the Ship without having sufficient Tarpaulins to protect the Cargo from Rain. If this should ever be suffered, it will be your Duty to remonstrate with the Captain or Mate, and to shew them your instructions; and if, after this, no Attention is paid to the Safety of the Sugars, you will immediately send Notice to the Office, or report it to your Superior Officer.

The Duty of Constables with respect to Lighters during their Passage to the Quays.

Respecting Tarpaulins.

XII. The Authority you are invested with, as a River Officer, ought to be sufficient, if discreetly used, to enable you to execute your Duty with effect; but, in Case of Resistance, you are furnished with a Cutlass, which, however, is never to be shewn or used but in your Defence; and you ought to recollect, that a prudent Officer has seldom occasion, in the execution of his Duty, in seizing or apprehending Offenders, to have recourse to any thing but the Authority of the Law, manifested by shewing and exhibiting his Staff of Office. Arms, therefore, are only to be resorted to in the last extremity.

Constables may use arms in their own defence, but not otherwise.

XIII.

XIII. It being the Practice of the Magistrates to examine all Constables very strictly and minutely after the Discharge of the Ship in which they are stationed, and also to call for their Check-Books, it will be creditable to you, and also a great recommendation to future Employment, if this Book shall appear to be distinctly and accurately kept, and that you shew your vigilance by noting down every Particular that occurs, and also every insult offered you by Revenue-Officers or Mates, which will always be properly noticed, and Redress given, provided it appears that such Insult was not provoked by any improper conduct on your part.

Constables examined separately by Magistrates, as to their conduct while on Duty.

XIV. If it is discovered that you quit your post, either in the Ship or Lighter, while property is under your charge, *without leave*, or before another officer takes your station, your wages will be forfeited, and you will be instantly dismissed the service. If you are moreover discovered to be asleep, or not upon Deck in the Lighter, you will instantly lose your situation.

XV. Lastly, you will observe, that, in order to establish a just Rule whereby those Constables on board of Ships, which are quickly discharged, may be upon an equal footing with others who remain for a great length of time doing nothing, that it has been settled by the Magistrates, that the following Rule shall take place in future relative to the payments of wages, namely,

Rule established for full Pay and Half-Pay to Constables

☞ That full pay, or 5*s.* a day, shall be paid to each Constable for the first seven days, and afterwards half-pay, unless on those days when the Vessel shall discharge any

part

part of her Cargo, amounting to a Lighter-load. And when such discharge stops, then the Constables to be again reduced to half-pay, and so on to the end of the discharge; and such full days and half days to be certified by the visiting Police-Surveyor.—As soon as the Ship is discharged in which you were last employed, you are to consider yourself as out of the service of the Institution, until again called upon and employed by the Magistrates.

SUPPLEMENTAL INSTRUCTIONS.

1st. In all cases where Felony or Larceny shall appear to have taken place on board of any Ship or Lighter, under your particular charge, the Magistrates reserve a power of declaring your Wages to be forfeited, in case it shall appear that such Felony or Larceny arose from any want of vigilance on your part; and you will moreover be dismissed the Service, and struck off the List of Occasional Officers.

2d. If any thing should come to your knowledge relative to any mal-practice, connivance, or improper conduct on the part of any Brother Officer, you are bound, by your oath of office, to state it immediately to the Magistrates, that the same may be examined, and the party accused acquitted or punished according to the nature of the case. If it shall appear that you omit or neglect to do your duty in this respect, your Wages due at the time

time will be forfeited, and you will be dismissed the Service.

3d. If any Officer shall, after the solemn oath he has taken, and in opposition to these Instructions, prove so base and infamous as to be concerned himself in stealing or pilfering any part of the Cargo, Provisions, or Materials of the Ship he is appointed to Guard, however small or trifling the same may be; or shall, by aiding and abetting others, suffer such felonious practices to take place, or shall enter into an agreement with Revenue Officers, Mates, Lumpers, Watermen or others, for the purpose of Plunder, such Officer shall, on detection, be apprehended as a Felon, and proceeded against with the utmost rigour of the Law, at the expence of the Institution.

FINALLY,

4th. As the whole success of the design depends on the purity and integrity of the Officers employed, and as it is the firm determination of the Magistrates to allow no act of delinquency to escape their notice, and to use every means in their power to detect and bring to light every evil practice, or gross neglect, on the part of the Officers they employ, it is understood that a reward will be given, wherever fair and proper information is given, which shall ultimately lead to conviction.—At the same time let it also be understood, that wherever an Officer is discovered to have conducted himself meritoriously, and with honesty and fidelity, he will be ranked as a *preferable Officer*, and will receive every possible encouragement from the Magistrates.

N. B.—*The Superintending Magistrate, on the arrival of every Fleet, has been in the constant habit of assembling the whole of the Ship Constables on the Registers of the Institution for the time being*, and of giving them a solemn charge, for the purpose of enforcing *purity of conduct, vigilance* and attention to their duty, and prudence and discretion in the execution thereof.

INSTRUCTIONS *to* Quay Guards *in the Service of the Marine Police Institution.*

YOU are ever to keep in your recollection, and let it make a deep impression on your mind, that you have taken a solemn oath, *on the Holy Evangelists of Almighty God*, " that you will " faithfully discharge your duty as a Guard upon the Quays, " Wharfs, and Lighters, on which you shall be stationed, in " the Port of London, for the protection of Commercial Pro- " perty, during the time you shall be in the immediate service " of the Marine Police Institution, for the purpose of detect- " ing Felonies, Larcenies, and Misdemeanors, which may be " committed on Goods and Merchandise, in Lighters lying at " or near the said Quays or Wharfs, or landed from the same.

" And you further promise and swear, that you will faith- " fully execute the orders and instructions hereunto annexed, " and all other orders which you may receive from the Magi- " strates at the Marine Police Office, or the Surveyors set over " you.—That you will be vigilant and attentive in watching " the conduct of all persons upon the Wharfs, Quays, or " Lighters, who may be reasonably suspected of an intention

" to

" to commit acts of pillage; and on the detection of such " Offenders, immediately to secure them, and hand them over, " with the property stolen, to a Constable of the City of " London, or some Peace-officer, having legal authority, where " the offence is committed, for the purpose of being conveyed " before the Lord Mayor, or other Magistrate having jurisdic- " tion, to be dealt with according to Law.

" And you further swear that you will not, directly or in- " directly, receive any Money, Goods, or Property of any " kind, for, and in consideration of your conniving at any " criminal or improper design, or suffer the same to take " place in consequence of any promise of a reward; but con- " duct yourself with the strictest fidelity and honesty in the " discharge of all the duties assigned you,

" So help you GOD."

Article I.—You will have a particular station assigned you by the Superintending Surveyor of the Quays, which station you are not to quit, on pain of immediate dismission, until you are regularly relieved.

Article II.—As often as a Marine Police Constable accompanies Lighters with Goods, making a part of the Cargoes of Ships protected by this Institution, you will receive the Lighter Bill or Bills from such Constable, and note down in your Check-Book the day and hour when the said Lighter or Lighters arrived, making also a similar memorandum in the Constable's Book, whose duty it will be to return immediately to his Ship, and then all such Lighters must be the object of your immediate attention, particularly in the night-time, so as effectually to prevent idle and suspicious persons from going on board on pretence of scraping the casks, (which must on no account be suffered,) or with a view to obtain plunder.—And that such Lighters may be sufficiently protected against depredation, it is

expected from you, that you will station yourself on the outside Craft, or in such a situation as shall enable you distinctly to see the whole that are committed to your particular charge.

Article III.—In all cases where Lighters are accompanied by Marine Police Constables without proper Tarpaulins, you'll immediately report this neglect to the Superintending Surveyor, that measures may be taken, in case of need, to protect the Cargo against the weather.

Article IV.—Wherever you perceive idle and dissolute characters lounging upon the Quays, such as long-apron-men, and others, who gather in crouds, for the purpose of creating confusion, with a view to obtain Plunder, you'll use your utmost exertions to drive them away, so as to keep the Quays as clear as possible, and thereby enable the real labourers to carry on their business with the greater facility, and to prevent all suspicious characters from having an opportunity to obtain Plunder.

Article V.—When any pilfering transaction is discovered within the jurisdiction of the City of London, you will seize the delinquent, and hand him over to a City Officer, with the stolen articles found in his possession, for the purpose of being carried before the Lord Mayor or Aldermen, before whom you will also appear at the proper time to give evidence of the offence committed; and when similar offences are detected in the Counties of Middlesex or Surrey, you will, in like manner, hand over the offenders to the Peace-Officers of the District, to be carried before the Justices having jurisdiction in those Counties, before whom you will also appear to give evidence.

Article VI.—You are to take especial care that no wilful breakage of Casks or Packages takes place on the Quays or Wharfs, with an apparent view to obtain pillage from the spillings

spillings of Sugar, Coffee, or other Articles; and when you see such practices going forward, you will instantly apprise the Wharfinger of the same, that means may be taken to prevent it.

Article VII.—When large quantities of Sugars, or other Goods, are piled upon the Quays and Wharfs where you are stationed, you will be doubly diligent in your duty, by moving constantly round them, so as to prevent Persons in search of Plunder from having time to carry their evil designs into effect.

Article VIII.—When visited and hailed in the night by the Police Surveyors on the River, you are to be regular in answering their call.—Any neglect or omission, in this respect, will be construed into an absence from your Post, and will not only occasion a forfeiture of your Wages then due, but will, if actual absence is proved, occasion your immediate dismission from the Service.

Article IX.—In the execution of your duty, you'll conduct yourself with the utmost civility and attention to the Revenue Officers and Wharfingers, and afford to each every assistance in your power when required.

Article X.—You'll make a regular Report of every occurrence to your Surveyor; who is hereby instructed to form the same into a General Report, for the Inspection of the Magistrates.

You will keep yourselves constantly sober, and use no intemperate or provoking language to any person, and be particularly careful never to shew your Arms, or to use them on any occasion, but in your own defence. It is, at the same time, expected that you are to be firm, vigilant, and alert in the execution of your duty, and to use every prudent endeavour to protect the property under your charge from *Waste, Plunder*, or *injury of any kind*.—And where such injury is sustained by carelessness

lessness or inattention, on the part of those who perform the labour, you'll Report their Names to your Surveyor, for the information of the Committee of West India Merchants, and the Magistrates.

Lastly, As the Superintending Surveyor of the Quays is directed to make regular Reports of the good or bad conduct of all Persons employed as Guards upon the Quays in the service of this Institution; you are to understand that every person who conducts himself meritoriously, will receive protection and encouragement, and will always have a preference. The good services of such men will be registered by the Magistrates, while those who are found to be inactive, careless, and inattentive in the execution of these instructions, will be discharged to make room for others who are more deserving.

INSTRUCTIONS *to* Watermen *in the Service of the Marine Police Institution, having Deputations under the Authority of the Act of* 2 *Geo. III. Cap.* 28.

HAVING taken a Solemn Oath to be faithful to the Trust reposed in you as a Waterman under the controul of the Magistrates of this Institution, and subject to be dismissed on any Act of Misbehaviour; it is expected that you will keep yourself at all times sober; and that you will be regular in your attendance upon your duty, as hereafter explained.

I. You are to be punctual in your attendance upon your Surveyor at the precise time fixed for your proceeding upon your River Duty; and to have all the Materials of the Boat in proper order; and when your Surveyor visits any Ship, you are to remain alongside, without having any intercourse with the Lumpers or others on board;—you are on no pretence whatever, to desert or absent yourself from your said Duty on pain of immediate dismission:

dismission: or of having your wages due from the preceding week, either mulked, or totally forfeited, at the direction of the Magistrates, according to the circumstances of the case.

II. In the execution of your Duty, you are to conduct yourself, at all times, with the utmost prudence and discretion. You are to be vigilant and attentive in detecting unlawful practices on the River, and firm and active in the apprehension of offenders. In executing this or any other duty, no insolent or violent expressions are to be used; nor are you permitted on any pretence, to utter profane Oaths or Imprecations, or return any bad language for the abuse you may receive upon the River. If you are assaulted or obstructed in the execution of your Duty, on lodging a Complaint before the Magistrates, the law will afford you a ready remedy. At no time are you to make use of arms but in self-defence, and never until you are attacked, and have no other means of securing yourself against danger.

III. On all occasions where you know or receive information of any illegal or felonious act, either actually committed, or intended to be carried into effect upon, the River Thames, you are to give notice of the same immediately to your Surveyor, or in his absence to the House Surveyor or the Magistrates.

IV. You are to consider your powers and duty to be confined wholly to offences committed on the River: (always under the direction of your Surveyor:) This, however, is not to preclude you, when so directed, from following Offenders detected on the water, and even to apprehend them after they land if not practicable before; but in no other case are you to interefere.

V. You are hereby directed to be particularly careful of the boat in which you are employed as a rower, and to see that such boat is never placed in a situation to receive injury. It is also your duty to pay due obedience to the orders of your Surveyor, and to secure the *Oars*, *Boat-hook*, *Tilt*, and all other articles,

articles, that nothing may be stolen or carried away: And to be particularly careful that your arms are kept clean, and at all times in good order, on pain of being mulked when such arms are inspected and found rusty or unserviceable.

VI. Each of you being furnished with a great coat at the expence of the Institution; you are to be answerable for it, as well as for your arms, if from any act of carelessness or inattention they are lost or stolen.

Lastly—As the Surveyors are instructed to make regular reports of the good or bad conduct of Watermen in the service of this Institution, it is to be understood that while those who conduct themselves meritoriously, will receive protection and encouragement from the Magistrates, who will order their services to be registered; on the contrary, such Watermen as are careless and inattentive in the execution of their duty, or who act contrary to these instructions, will be discharged to make room for others more deserving.

INSTRUCTIONS *to* Master Lumpers *who enter into engagements to discharge Ships under the Cognizance of the Marine Police Institution.*

HAVING taken a solemn Oath to be faithful to the trust reposed in you as Foreman of the Lumpers you employ, to discharge the respective Ships assigned you under this institution,—Having also solemnly promised and sworn that you will not connive at any plunder, or be concerned yourself in any evil practice; but that you will not only restrain the persons under your controul, from acts of pillage and wilful

breakage

breakage of casks and packages; but that with a view to detection, you will regularly search or assist in searching all Lumpers on their leaving the ship in which they are employed. Having further promised and sworn to obey the Orders and Instructions of the Magistrates with a view to the prevention of all abuses in the discharge of the ships and vessels assigned you. In complying with these solemn engagements you are carefully and punctually to attend to the following

INSTRUCTIONS.

I. You are to comply strictly with the Conditions explained in the printed Rules, to be subscribed by the Ship-master and yourself, on your first undertaking the discharge. You are to select the best men that can be found, both as *Holders* and *Deckers*, rejecting all who are known to be notorious bad characters. You are to stipulate with each Lumper you employ, that he shall carry with him his breakfast and dinner on board, and shall not be permitted, on any pretence, to leave the ship until the work for the day is finished, that every exertion shall be used to promote dispatch in discharging the ship, and in preventing the wilful breakage of Casks, whereby Sugar, Coffee, or other articles may be spilled or wasted.

II. You will be careful that the Lumpers you employ shall have no apparel with large pouches or pockets, calculated to conceal plunder; nor any small pumps known by the name of *Jiggers*, *Bladders* with *Nozles*, pouches, bags, socks, or vessels of any kind, whereby plunder may be obtained, concealed, and conveyed away. If such articles are found, it will be your duty to detain the same, and convey information immediately to the Magistrates, and in the mean time to give charge of the Offender or Offenders to the Ship Conſtables.

III. It is understood that during the six months from Lady-Day to Michaelmas, you are to begin working at Six o'Clock in the Morning, and not to leave off until Six in the Evening: And

And from Michaelmas to Lady-Day, to commence work at Sun-rise, and to suspend it at Sun-set: Your men to be allowed half an hour to Breakfast, and one hour to Dinner.

IV. The first labour to be performed when Lumpers go on board of any ship for the purpose of discharging the Cargo, is to unbend the sails get down the top-gallant masts and yards—to strike yards and top-masts—to unreeve the running rigging—put out boats and sails—to build up a stage for cables if required—and then to proceed in the discharge. When finished, the ship to be washed completely, and left in every respect in good condition, and the fire-wood to be piled if required by the Commanding Officer on board.

V. In cases where Rum makes a part of the Cargo, the Puncheons and Hogsheads in which it is contained, are to be struck down and placed in a proper situation to admit of being sampled, or if necessary, to be hoisted upon deck, to make room for the discharge of Sugars, and other Merchandise.

VI. During the discharge of any ship by means of Lumpers under your controul, it will become your duty to be present at all times, or to depute a trusty Person during your occasional absence, for whom you are to be responsible.

VII. As a Master Lumper acting under the cognizance of this Institution, it is to be understood that you are to be subject to the occasional visits of the Police Surveyors, who are to inspect your conduct, and report regularly whatever appears to them to be amiss, to the Superintendant, to whom is committed the management of the Lumping Department; whose duty it is to convey to the Magistrates all information he may receive tending to any infringement of your agreement, or any neglect of duty, who upon due investigation of the case, will make such orders as shall appear to them to be proper.

And

And if it shall be found that you act in any respect unworthy of the trust reposed in you, you will be dismissed from the employment.

Lastly, The Superintendant of Lumpers for the time being, is instructed to make regular Reports of the good or bad conduct of Master Lumpers in the service of this Institution. It is to be understood, that all who conduct themselves meritorously, will receive protection and encouragement from the Magistrates, who will order their services to be placed upon a register to be kept for the purpose, in the Office for Lumpers.

On the contrary, such Master Lumpers as shall appear careless or inattentive, or shall act corruptly or contrary to the Instructions herein contained, will be immediately discharged to make room for others who are more deserving.

General Observations *on the whole of the preceding Instructions, to the Officers of the Marine Police Institution.*

On considering these Instructions, as they apply to the various classes of Officers employed in the different Departments of the Institution, the Reader will observe how much anxiety is discovered, not only to ensure prudence and discretion in the execution of their Duty, but also to guard them against impurity and improper conduct.

To attain this object, not only have these *Instructions* been promulgated at different times, as experience suggested new objects requiring the attention of Magistrates; but they have been unceasingly accompanied, and enforced by the strongest injunctions, as often as occasions occurred, where such injunctions became necessary.

Yet,

Yet, under circumstances where men were suddenly collected together, and where such a multitude were to be employed almost at the same moment, the best efforts of those who conducted this important design could not ensure an universal purity of conduct. To expect this, would be to look for more than belongs to human nature.—Such however was the effect of the various precautions which were used, that the instances of impure conduct have been very few indeed; and where proofs have been adduced, the examples have been prompt and severe.

As the system has matured, the characters of men have been developed. Doubtful and inefficient Officers have been discharged, and those only retained against whom no well authenticated charge has been preferred.—Little doubt is therefore to be entertained, that by degrees such a selection will be practicable, as will secure a faithful and honest discharge of the trusts reposed in the various Officers employed; because no system heretofore devised admits of an equal accuracy of investigation, combined with the same power to overawe and to punish.

The whole of these Instructions have been communicated, and the nature of this part of the system detailed at greater length than might otherwise seem necessary, from a hope that the information which it conveys, might be useful to other great Commercial Ports. It is evident, indeed, from the applications which have been made to the Author, for information, from Liverpool and Hull, *(where even Docks are established,)* as well as from other places where Commercial Property passes in transit, that mankind are nearly the same wherever similar temptations exist: and that a Police, applicable to the object of restraining the covetous dispositions, and the depraved morals of many of the lower classes of Nautical Labourers, seems equally necessary for the protection of Commercial Property, and the Security of the Revenue, wherever merchandise,

merchandise, to a great extent, is in the course of being either laden or discharged.

It is painful to the feelings of a benevolent mind, to witness so many instances of this species of turpitude; but as the object of the Author, in all that has been recorded or suggested in this Work, is to put a period to the evil, by mild and lenient measures of prevention, it must prove in effect a real act of humanity to those who have been already contaminated, and who, by the means now suggested, shall be restrained from a repetition of similar offences, which might ultimately lead to severe punishments, to the ruin of themselves and their innocent offspring.—Nor is it to be considered as less productive of good to those hitherto untainted, who, but for such an Institution, might have been unguardedly seduced from the paths of honest industry, into a situation equally deplorable and calamitous.

No. VII.

Marine Police Establishment, No. 259, *Wapping New-Stairs, under the sanction of Government, and at the earnest desire of the*

MERCHANTS AND SHIP-OWNERS.

A CAUTION.

FOR the express purpose of rescuing the Port of London from the great injury and disgrace which has arisen from the enormous Pillage and Plunder which has heretofore prevailed on board of West-India and other Ships, and in Lighters conveying Cargoes on shore, as well as upon Legal Quays where Goods

Goods are landed, a *Marine Police-Office* has been established, to which are attached above Six Hundred Lumpers for working out Ships, and also Two Hundred Constables, armed with the authority of the Law to act as Guards and Watchmen on board of each Ship under discharge, together with a proper number of Boats commanded by Police Surveyors and navigated by Officers of Justice, with power to search, seize, and apprehend all persons whatsoever suspected of taking, or having in their possession, Sugar, Rum, Coffee, Cotton, Ginger, Pimento, Indigo, or any article whatsoever, composing the Cargo, Stores, or Materials, of any Ship or Vessel in the River Thames, and to bring all Offenders to Justice without respect of persons.

It is therefore hoped that this early caution will prevent every description of persons either working or acting in any capacity on board of Ships under discharge—and all persons whatsoever from making free even with the smallest quantity of Sugar or other articles, as, in case of detection, (which will be certain,) nothing can prevent the ignominy of a Prosecution for Felony, and the ultimate punishment in case of conviction.

No. VIII.

Summary view of a Bill for the more effectual prevention of depredations on the River Thames.

EXPLANATORY INTRODUCTION.

THE Bumboat Act, 2 Geo. III. cap. 28, was passed in 1762:—Nothing was done under it for about fourteen years. The present temporary Marine Police Office had no other special ground for its proceedings than that act, which, though conducive to its object as far as it goes, has been shewn by a twelvemonth's experience to be far indeed from adequate.

What

What the Act contributes, is confined to penalties and legal powers. The Office furnishes civil Guards, properly equipped and armed, for the execution of those powers. The expence of these Guards being defrayed by a single branch of the Trade, (viz. the West-India,) out of twenty-eight and more that may be distinguished, the immediate effects of the protection afforded by them, have of course been confined to that single branch of Trade.

To substitute, to this scanty and occasional detachment, a more permanent as well as stronger force, commensurate, in point of numbers as well as funds, to the extent of the demand as furnished by the whole Trade, (not to speak of his Majesty's floating property,) is one main object of this Bill:—to give the requisite extension of those penalties and those powers, is the other. From what has been done by the one, with such inadequate means, as well as under numerous disadvantages, what would be done with adequate means, legal as well as pecuniary, may be inferred.

In proportion as the following sketch is summary, the wording could not but be loose: but in the Bill itself, nothing can exceed, in point of anxiety, the care that has been taken for the security of innocence, and for divesting power of the faculty of abuse.

If explanations of the grounds of the Bill, in point of reason and experience, be desired, they may be found, in a degree of detail rather beyond what is most customary, in the preambles, by which several of the Sections are introduced.

PROVISIONS OF THE BILL.

I. GENERAL PREAMBLE.—Power to his Majesty to establish a Police-Office, at or near Wapping New-Stairs, under the name of the *Thames Police-Office*. Three Justices, (two of them to sit constantly,) with special powers herein-after mentioned, under the name of Special Justices, § 1. Pro-

visions of the existing Police-Act, 32 Geo. III. cap. 53. extended, as far as applicable, to this Office. § 2.

II. Power to Special Justices to appoint, suspend, and dismiss, divers sets of Constables, viz. 1. Office Constables for Land-service, as in the existing Police-Offices. § 3. 2. Boat-Constables, for patroling the River in boats. 3. Ship-Constables, to be attached to Ships during the unlading, &c. on application by persons interested. 4. Surveyors, with the owers of Constables, for inspecting and directing the other Constables. Power to the Lord Mayor and Aldermen, as also to the Trinity House, to dismiss any of these Constables. § 3 and 4.

III. For defraying all such expences of the Establishment, as are over and above the expences of the other Police-Offices, (the Fund for that purpose being distinguished by the name of The Office Fund) a peculiar Fund, under the name of The Thames Police Guard Fund; to be raised by a set of Tonnage Duties, imposed on the several classes of persons benefited, in specified proportions, adjusted to the several degrees of benefit. § 5. 9. 10. 11. Payment secured, by refusal of Clearance until a proper Certificate of payment be produced. § 14. Sum raised, not to exceed 10,000l. per annum, but to be reducible to any amount. § 9. For this, and other purposes, a set of Commissioners, termed The Thames Police Fund Commission, to be chosen, one out of each of about twenty-eight classes of Persons contributing to the Fund. § 5. 6. Organization of the body of Commissioners—Provisions for ensuring the attendance of different numbers, competent to different purposes—Meetings, General and Special.—Adjournments—Quorums sufficient—Chairmen—Casting Votes. § 7.—Vacant seats to be filled up by the Commissioners themselves, out of the class in which the vacancy takes place. § 8. For necessary supplies,

Meetings

Meetings may be called by the Special Justices. § 13. Powers for appointing Subordinates, viz. Collector, Treasurer, Cashier, and Auditors; the Auditors out of their own number, and unpaid—Powers to Auditors for examining upon Oath. § 12. —For manifest unfitness, a Commissioner may be suspended by his brethren; and, on their representation, dismissed by King in Council. § 51.

IV. Provisions for securing the good behaviour of Working Lumpers, (labourers employed in the lading and unlading of Ships,) and their Masters.—The Master Lumpers not to act without a licence granted by the above Commissioners, or the Special Justices.—Licence discretionary, as in case of Ale-Houses. § 15. Working Lumpers, not without being registered. § 16. Working Lumpers, quitting work, punishable as other labourers are, under 6 Geo. II. cap. 25. § 18. Power to Commissioners to make regulations for the Government of Lumpers. § 19. Lumpers' Contracts, as particularized under heads, to be registered at the Office, for the purpose of ascertaining the conditions of the engagement, thereby preventing disputes, and rendering the parties responsible and forth-coming. § 20. Special Justices to be furnished with the names and abodes of the Lumpers employed on board each Ship; as also of the Coopers, Watermen, and Lightermen. § 21.

V. Power to Commissioners for making certain regulations relative to apparel, by prohibiting habiliments contrived (as at present) for secreting plunder; and for establishing distinctions visible at a distance, between persons having business on the spot, and persons not having business; and between persons in authority, and persons not in authority. § 17.

VI. Provisions specially applied to Ships.—Ship-Constables

to be stationed by the Special Justices, on certain terms, at the instance of Owners or Consignees. § 23. No Person to be charged for as a Watchman, who has not been sworn in as a Ship-Constable:—Any fit person recommended by the Ship's Husband, shall be made a Ship-Constable. § 48. Powers to the above Surveyors, for visiting Ships, directing the Ship-Constables, and inspecting the conduct of Lumpers, Coopers, &c. § 24. Ship-Masters to keep fastened up all the Avenues to the Hold, but one; and that too, when goods are not discharging. § 22. Powers to the Ship-Masters and Master-Lumpers for searching Working Lumpers: Master-Lumpers bound so to do, under a penalty, besides responsibility for specific loss. § 25. Powers to Commissioners, at the instance of Owners and Consignees, to appoint Ship Inspectors for saving spillings, drainings, &c. and thereby preventing wilful waste. § 31. General powers to Commissioners to make regulations relative to the shipping, unlading, landing, warehousing, and sampling goods, for the prevention of waste, accident, and depredation. Power to King in Council, at the instance of the Lord Mayor and Aldermen, the Treasury Board, or the Board of Customs, to annul such regulations. § 49.

VII. Provisions specially applied to Wharfs and Warehouses, in respect to landing, removing, sampling, &c. Powers to the Commissioners, for appointing Wharf Inspectors, with the powers of Constables; also at the instance of Owners and Consignees, Warehouse Inspectors. § 30. Slight penalty, inflictable by summary procedure, for injuring packages, and letting out their contents, for the purpose of profiting by the waste. § 28.

VIII. Provisions authorizing slight penalties, inflictable by summary procedure, on circumstantial evidence, aided by the examination

examination of the delinquent, (as under the Bumboat Act, and Stolen-Metal Act) where, on regular proof, it would be Felony; and for attaching upon the practice of depredation, in such stages of its progress, as are previous or subsequent to the felonious act.—Misdemeanor to have concealed instruments for drawing off Liquour. § 32. Misdemeanor to throw goods overboard to prevent discovery:—when it is from a Boat, Power for apprehending the Crew. § 34.

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X. Powers of Search, &c. on Oath of Suspicion, at a supposed Receiver's. The offence, in default of a regular proof, punishable as a misdemeanor.—The Bumboat act amended in this behalf. § 33. 43. Powers for tracing suspected goods through any number of hands;—another amendment of the Bumboat Act. § 37. Penalty for fabricating false Bills of Parcels, to cover suspected goods. § 36. Receivers, not authorized merely, but bound, (under a slight penalty,) to stop persons bringing (ship) goods to them, under suspicious circumstances. § 38. To render the criminal intercourse dangerous on both sides, indemnity to Thieves, convicting Receivers of felony or misdemeanor, as the case may be. § 39.

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